

# Navy News

OCTOBER 1998

80p



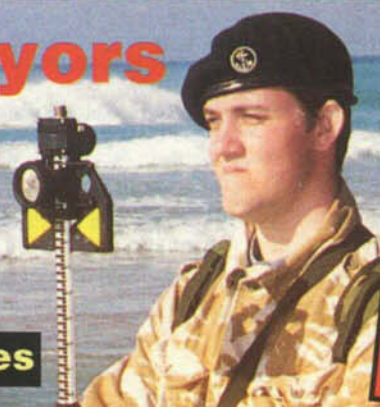
## THE GREAT ESCAPE

An epic tale of survival against the odds

page 19

## Surveyors in the front line

centre pages



**£1,000 to be won!**

page 14

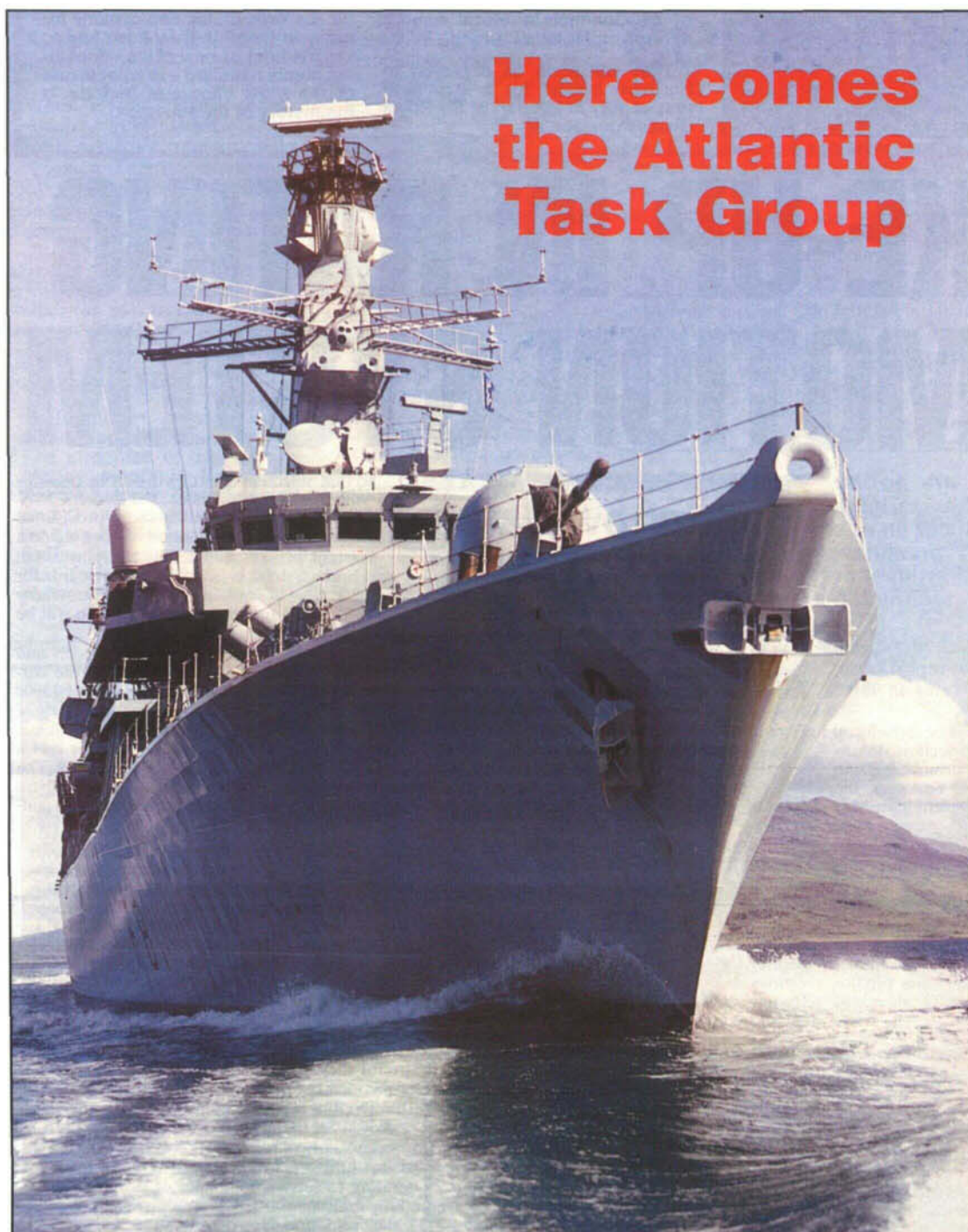
US partnership favoured for new carrier aircraft – but failing that . . .

• The Eurofighter – a Naval role?



# EUROFIGHTER MAY GO TO SEA

## Here comes the Atlantic Task Group



THE EUROFIGHTER, which shortly before *Navy News* went to press was put through its paces at Farnborough, is one of the options being considered to equip the Royal Navy's future carriers, writes Anton Hanney.

HMS SUTHERLAND, which started a seven-month deployment in September, is due to be the last ship to operate under the title Falkland Islands Guardship.

The Type 23 frigate, one of the Navy's newest, is relieving HMS Edinburgh on patrol. However, in line with the plan to ease overstretch by introducing greater flexibility into operational patterns, the guardship duties carried out in the Falklands, West Indies and off West Africa will continue, but will be combined under the Atlantic Patrol Task Group title in the new year.

En route to the South Atlantic, Sutherland called at Tenerife and Rio de Janeiro for a defence industries day. In November she is due to visit Chile another defence exhibition.

HMS Edinburgh is due back in Portsmouth on November 26. One of her last duties down South was to renew the White Ensign on the wreck of HMS Antelope, sunk in the Falklands War.

The feasibility of adapting the aircraft for a Naval role is being studied by the Ministry of Defence, although official sources confirm that the Joint Strike Fighter (JSF) is still the prime candidate to become Britain's supersonic, future carrier-borne aircraft.

The UK is the United States's only full partner in the JSF programme which involves two rival designs by Boeing and Lockheed Martin for a short take-off and vertical landing (STOVL) aircraft. The importance of that project to Britain is emphasised by the fact that the UK has already invested 200 million dollars in the concept and demonstration phase of the programme.

However, other options under consideration are a conventional carrier-borne fighter and a short take-off but arrested landing (STOBAR) aircraft – a role which would be fulfilled by a navalised Eurofighter.

One advantage of choosing the Eurofighter is

■ Turn to back page



# Marines and warships ride troubled waters

**AS ONE CRISIS** – in the Congo – receded in September, concern about renewed unrest in Albania diverted one Royal Navy ship from Gulf duty, sent another to sea five days ahead of schedule and put another unit of 40 Commando Royal Marines on standby.

No sooner had over 200 Marines returned from Brazzaville and Libreville, when the immediate danger to British nationals reduced with the weakening of the rebel position, than political unrest and riots in the Albanian capital of Tirana, prompted similar concerns for 160 Britons there.

As a precautionary measure, HMS Cumberland was tasked to stand by in the Adriatic, while the Type 22 frigate HMS London left Devonport on September 16, five days early, to relieve her so that she could resume her passage to the Gulf. London had

been scheduled to leave on September 21 to take part in a major NATO exercise – Dynamic Mix – in October, followed by visits to Black Sea ports.

Meanwhile, B Company of the current Spearhead Battalion – 40 Cdo – were put on alert along with elements of 539 Amphibious Squadron RM and elements of 3 Cdo Brigade staff.

Paying tribute to the British forces returning from Africa, Defence Secretary George Robertson said the Marines had been a force for good in the region, co-operating closely with several allies, particularly the French.

"I am grateful to the Royal Marines who have maintained their reputation for excellence on this deployment," he said.

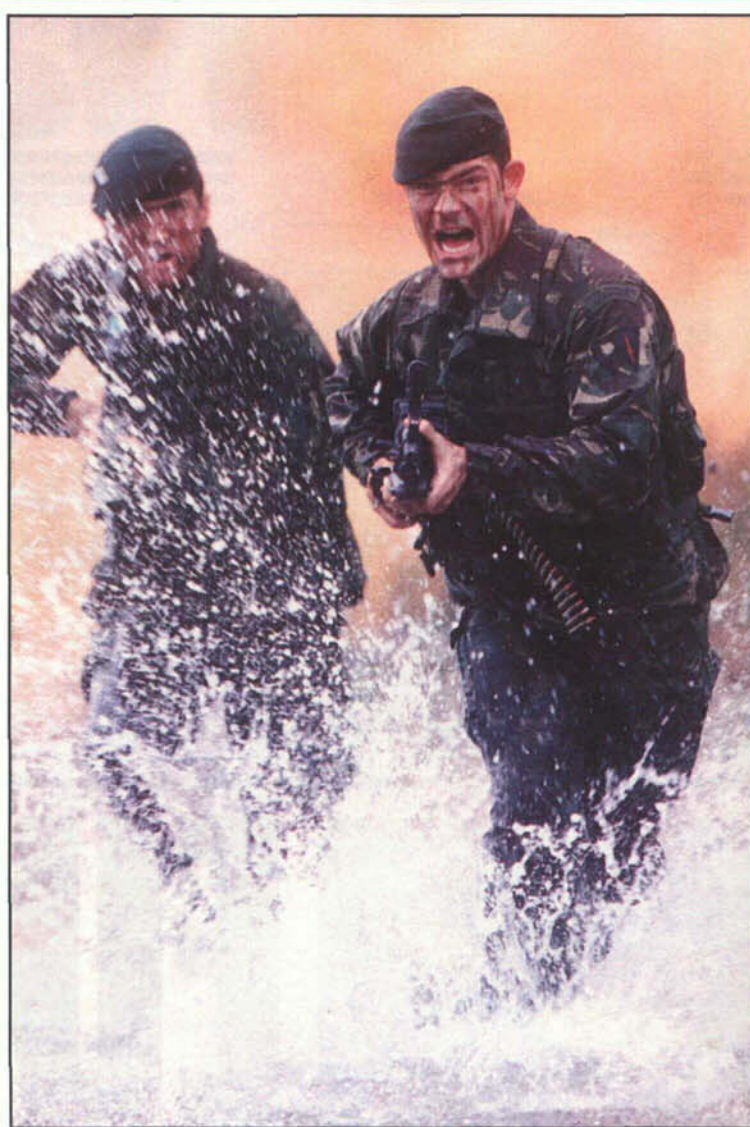
The RM force, whose deployment began on August 15, included 40 Cdo's A Company, members of 539

Squadron manning rigid raiders, and tactical HQ staff. A forward base was established at Brazzaville, across the Congo River from Kinshasa, where 120 commandos were installed.

They were supported by a similar number of personnel at Libreville in neighbouring Gabon, and by a Joint Force HQ on Ascension Island. Also taking part in the operation – code-named Ladbroke – were Army communications and RAF personnel.

Senior medical officer was Surgeon Cdr Adrian Baker RN who during the operation – conducted in temperatures of 32 degrees C and 55 per cent humidity – treated two broken limbs and the after-effects of a local meal in Libreville.

The commandos at Brazzaville cross-trained with French forces, close co-operation with whom ensured a selection of rations.



**ALL FIRED** up, these Royal Marines of 42 Commando storm ashore during amphibious training.

They will soon be deployed to Northern Ireland for a six-month tour of duty in support of the Royal Ulster Constabulary.

With an average age of 22, it will be the first Ulster deployment for many in the unit. They have had to learn a host of new skills – including media handling – in what is one of the most important periods in the history of the Province.

Picture: LA(PHOT) Steve Lewis



● Royal Marines of A Company, 40 Commando on patrol on the River Congo. Picture: LA(PHOT) Mark Hipkin

## Lancaster's hands over the sea



Picture: LA(PHOT) Paul Smith

# SHAKE-UP IN RATING PROMOTION SYSTEM

**SELECTION** Boards are to be introduced for promotion to leading rate and petty officer in the Navy's non-technician branches, and to Charge Chief PO artificer or technician in the technician branches.

Changes in the promotion system will also bring in a new appraisal report form, and will phase out acting rates in most cases.

Selective promotion to PO will be introduced on October 31, and the first Selection Boards will be held next July. Selective promotion from AB will come in on October 31 next year, the first boards for leading rate convening in May 2000.

In introducing the system care has been taken to ensure that conditions of service, including pay and pensions, for ratings currently qualified for promotion will not be adversely affected.

The changes stem from a finding of Sir Michael Bett's Independent Review of the Armed Forces, that the present time-based roster advancement system can allow the promotion of ratings of average ability ahead of brighter, more motivated people.

"IT WAS this big" ... Lisbon's EXPO 98, that is, at which HMS Lancaster and the other ships of NATO's Standing Naval Force Atlantic reinforced 'The Oceans' theme. The hands across the sea in this case belong to (from top) the exhibition's mascot; OM Peter Thompson; MEM Ross Swinbourne; and OM Jimmy Case.

Lancaster spent four days in the Portuguese capital before moving on with SNFL to Germany and then Russia. She left Mayport, Florida in August after exercises with US Forces. En route across the Atlantic she made a refuelling stop at the Azores after having to divert to avoid Hurricanes Bonnie and Danielle.

During the crossing the ship's company raised £100 for the Renal Unit at Queen Alexandra Hospital, Portsmouth by running a 100 x 1 mile relay around the deck. The race was started by LWEM Jim Price and finished by the Principal Warfare Officer (Air), Lt Cdr Chris Connolly. OM Bamford notched up the best time of 5 mins. 19.8 secs.

## Roadshow dates

AS *Navy News* went to press, the Naval Manning Agency started a series of roadshows to explain the new reporting system which will bring what is described as "substantial changes" for everyone.

The first, 90-minute presentations were being held in late September in the Portsmouth area establishments HMS Nelson, Collingwood, Sultan, Dryad, Excellent and Royal Hospital Haslar.

October dates for the roadshows are: 5-9 – HMS Seahawk, Drake, Raleigh and BRNC Dartmouth; 12-16 – FONA and RNAS Yeovilton, Bath, Abbey Wood and HMS Osprey; 19-23 – HMS Neptune, Caledonia, Warrior and MOD Main Building; 26-30 – JSCSC Bracknell, HMS Nelson, HMS Drake.

The new system will enable the more capable to achieve early promotion, introducing a concept of training before advancement. Qualified ratings will be selected for professional and leadership courses, where applicable, their promotion depending on successful completion.

So that Selection Boards will only be presented with realistic candidates, the present non-technician ABs' and leading rates' provisional qualifying or Fleet examination will be retained.

Warrant officers and CPOs will play a full part in the Selection Board process. Boards for the selection of leading rates and POs will be chaired by lieutenant commanders who will be permanent members.

Changes to the reporting system for RN and RM ratings and other ranks will scrap the current Form C2641 in favour of a Form S3300c appraisal report early next year.

The move has been hastened by the introduction of the Investors in People concept and a need to meet new laws on data protection. The new system has been designed to keep extra workload to a minimum by using computer generated forms and a software package.

Acting rates will be phased out, with the exception of Leading Naval Nurses – for tri-Service reasons. Those holding acting rate who have passed the necessary courses will be confirmed in the higher rate from next April 1, regardless of whether they have been 12 months acting as required by current regulations.

Acting rates who have still to complete appropriate training will remain acting rates until they have passed the relevant course or obtained the necessary qualification.

The Local Acting Rate will be retained as it allows the filling of short-term gaps caused by sickness or compassionate leave.

Future promotion regulations will require a rating to serve a minimum of two years – less any time spent in a Local Acting Rate – following promotion. However, that rule will not apply to ratings fully qualified for promotion on the day the new system is implemented.

More details are contained in Defence Council Instruction RN 119/98.



## Festival goes with a bang

FIREWORK displays provided a fitting finale against the backdrop of HMS Victory for the highly-praised International Festival of the Sea at Portsmouth. See also page 20.

Picture: LW(PHOT) Penny Taylor

# Military response to terror 'must be taken'

**TERRORISTS** around the world – “these modern storm-troopers of hate” – will face robust action, promised Defence Secretary George Robertson last month.

Speaking at the 40th annual conference of the International Institute of Strategic Studies, he said: “Their violent tentacles reach out from havens far from international policemen. They need to know that they will be relentlessly pursued and that they will pay a severe price for their crimes.”

“It requires little imagination to contemplate the inevitable, yet horrifying consequences if today's vicious terrorist organisations thought they could slaughter and maim and face no more than anguished paralysis from the decent world community.”

“Terrorism requires a multi-faceted response. The atrocities of this last, bloody month in Nairobi, Dar es Salaam, Cape Town and Omagh demonstrated so clearly the savage and indiscriminate suffering that terrorist attacks can cause.”

“Governments must act robustly and decisively where

there are known and explicit and direct threats to innocent citizens on the one hand, or to initiatives for peace, like the democratically-endorsed Northern Ireland peace process on the other.”

“This means military options must be taken where it is right and appropriate to do so. Terrorists must not be allowed to strike with impunity.”

“We must always ensure that our responses are within the rule of law and consistent with the values of democracy.”

“That has been the context for the emergency legislation introduced by the British and Irish Governments in the wake of Omagh.”

“And that is why the US Government placed its actions against terrorist sites in Afghanistan and Sudan firmly in the context of Article 51 of the UN Charter.”

□ HMS Splendid will carry out the first firing of a Tomahawk missile from an RN submarine next month – see page 11.

## Foxes fly the coop

WHEN Prince Michael of Kent, Honorary Commodore of the Royal Naval Reserve, paid a private visit to HMS Flying Fox he was pleased to note there weren't too many people there to meet him ...

Many of the ship's company of the Bristol-based unit of Severn Division RNR were away on exercise, serving in sea-going or shore-side billets on recall terms or working alongside their RN colleagues under the new, highly successful Full Time Reserve Service option.

The Prince, accompanied by Commodore RNR Commodore Muriel Hocking, visited all departments, meeting Medical Communications, UPO and New Entry training staff, and spoke warmly of his pride in the Reservists' commitment and the part they played in supporting the Navy in its worldwide tasks.

● Prince Michael with LWREN Diana Cope at HMS Flying Fox's recruiting desk – the recent broadening of billets available for Reservists within the regular RN has been a highly popular draw.

## £1.4m appeal for submarine centenary

THE ROYAL Navy Submarine Museum has launched an appeal for £1.4m as part of a massive expansion plan to mark the centenary of the Submarine Service in 2001.

The appeal was launched by Flag Officer Submarines Rear Admiral Robert Stephens at a dinner on board HMS London during the International Festival of the Sea at Portsmouth.

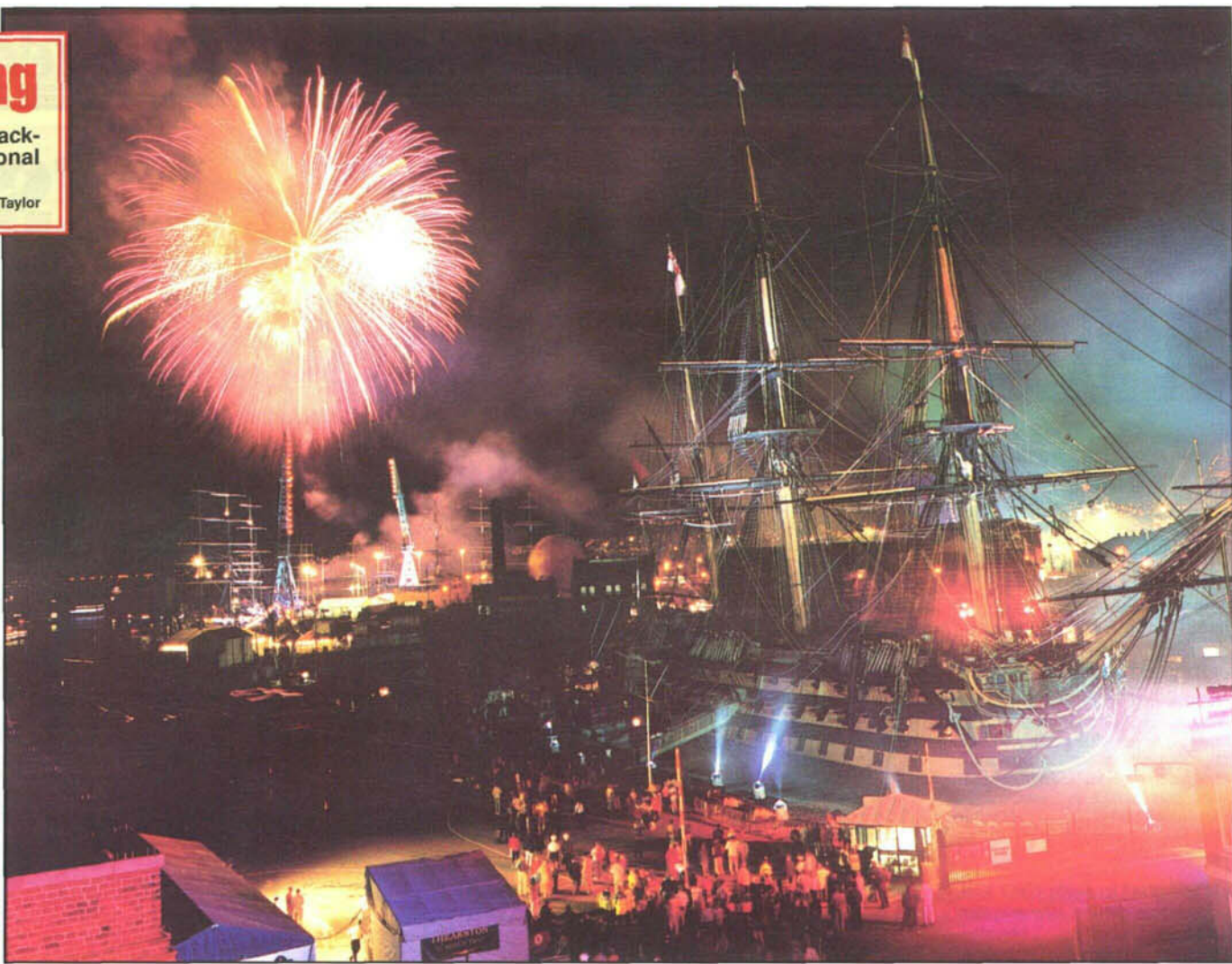
Museum director Cdr Jeff Tall told *Navy News* the project, to include new galleries, restaurants and a cinema, would cost a total of £4.7m, the rest of the money hopefully coming from a National Lottery bid.

“The stanchions are in place – we've only got to put the platform on top,” he commented as plans were under way to allow the public to watch conservation work on the Royal Navy's first submarine, Holland 1, recovered from the sea bed off Plymouth in 1981.

The museum would link with the armaments museum at Priddy's Hard via the new millennium walkway planned for Gosport's waterfront.



Prince Michael with LWREN Diana Cope at HMS Flying Fox's recruiting desk – the recent broadening of billets available for Reservists within the regular RN has been a highly popular draw.



## JACK ET JACQUES

### Les Trafalgar Nuit Blues

(Dans le Wardroom Salle à Manger à HMS Nelson, le 21 Octobre, 1998)

'Je ne suis pas confortable ici, Jack.'

'Pourquoi pas, Jacques? Nous sommes les honneurs guests de nos officiers. Et Octobre 21, 1805 était un très long temps ago.'

'Ce n'est pas ça, Jack. Pour what il est worth, j'ai l'opinion que notre Amiral Villeneuve, il a seulement eu un mauvais jour, et c'est tout. Et il y avait un rumeur que nos alliés, les Espagnols, ils ont mangé un dodgy paella pour supper le soir before... Non, ce n'est pas ça.'

'Qu'est ce que c'est then, Jacques? Vous can tell moi.'

'Oh – c'est ces jeunes officiers, Jack! Ils sont making fun de mon rouge pompon! Comme d'habitude! Je suis fed up avec leurs stupides commentaires!'

'Yeah, moi aussi Jacques. Ils sont tous un bunch de kids, n'est-ce pas? OK – donnez moi votre party popper.'

'Quoi? Cette chose ici? Cette petite plastique bouteille avec le draw-string?'

'Oui. Regardez, Jacques. Je remove le papier cap. Je remove aussi les streamers de confetti. J'insère instead un spoonful de cranberry sauce. Je replace le papier cap – et voilà! Maintenant vous avez un petit carronade, dévastante à close range contre un jeune stuffed shirt dans son best soupe et poisson!'

'C'est merveilleux, Jack! Pas de wonder que vous avez won la Bataille de Trafalgar avec votre supérieur knowledge d'artillerie!'

'Yeah, toutes ces semaines à HMS Excellent avaient paid off en spades à Trafalgar, sans aucune doute ... D'accord – attendez votre moment, Jacques!'

(Un peu après, le jeune Sub Lieutenant opposite Jacques le regarde avec le bleary oeil d'un homme qui a drunk pas wisely mais trop bien des beaux vins de France et exclame:)

'Qu'est-ce que c'est que vous avez sur votre tête, eh? Un shiny pomme rouge? Qui est vous, then – le fils de Guillaume Tell? Ha! Ha! Ha!'

'Go on, Jacques – let 'im 'ave it!'

'Bien sur, Jack! Er – c'est aussi rouge que le grand dollop de jam que vous avez spread across votre poitrine, mon ami! Et voilà!'

(Jacques tire le draw-string du party popper. BOOM! KER-SPLATTE! Et right en cue, le Royal Marines Band dans le minstreils gallerie de la splendide salle à manger de la Wardroom de HMS Nelson strikes up avec La Marseillaise!)

● Un footnote: Thinking Villeneuve would win la Bataille de Trafalgar, Nelson a entré dans un pact secret avec Napoléon to build un Channel Tunnel. Oui, c'est vrai! Ils sont les parallèles intéressants ici avec le cas de Robert Maxwell. Nelson a voté loads de dosh from le matelots pension fund, le Chatham Chest, pour financer ce projet – et quand il a réalisé que, contre tous les odds, le RN était winning la bataille, il ne pouvait pas faire face à l'exposure! La ruine! Le scandale! La colère de Lady Hamilton! Et c'est pourquoi il a dressed dans son best uniform comme un easy target pour le sniper dans Le Redoutable. Il était luckier than Bob Maxwell, though: “Don't throw me overboard, Hardy!” il a exclamé. Et donc il est revenu à Angleterre pickled en brandy (comme Bob Maxwell était aussi, peut-être) pour un mega-funeral à Westminster Abbey. Navy News a cette exclusive information en avance de la 200 années règle. En 2005 vous pouvez look it up dans les archives à Kew – Ed).



Illustrations par TUBB







## Drafty... Career Management



# Continuity trial starts with Warfare Branch ratings

**A** CONTINUITY drafting trial which starts next year should help to ensure better career management for all ratings.

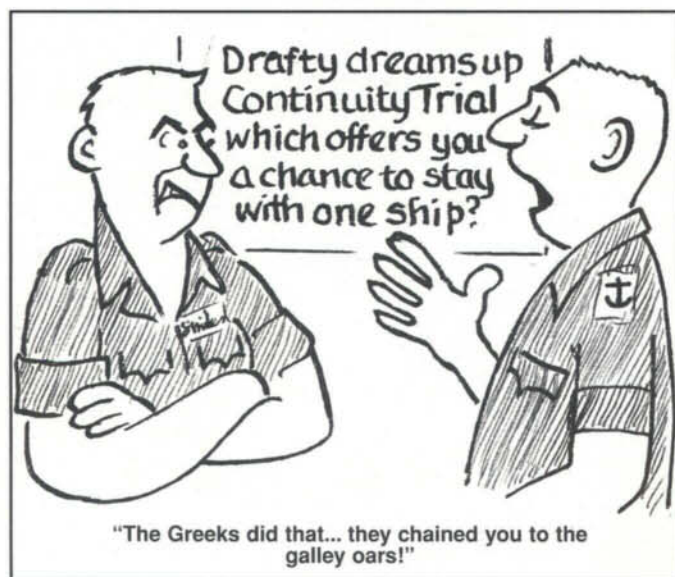
If successful, the trial could have far reaching consequences for the way in which personnel business is conducted in the future.

The Naval Drafting Directorate D1 will be in charge of the pilot scheme which will have the Devonport-based Sixth Frigate Squadron as its focus, and will initially be restricted to Warfare Department ratings at OM1 and OM2 level.

It will start in April 1999 and continue for a three-year period, with regular progress reviews. The plan is to establish a drafting cell in Tyne Building where JRs involved in the trial can discuss their drafts, courses and careers with representatives of the Naval Drafting Directorate.

Working in close liaison with squadron staff, the cell will make recommendations to D1 drafting section who will in turn carry out the actual drafting function, as happens at present.

It is hoped that the trial will allow ratings to remain in the squadron and possibly the same ship for an extended period.



It may also be possible to obtain other benefits from the trial, such as opportunities for ratings to accrue shore service which will allow them to take an extended shore draft at a later, mutually beneficial, time.

This promises to be an exciting and innovative development and it is hoped that eventually everyone will be able to discuss their career progression and management with the Naval Drafting Directorate on an individual basis.

The cell members will be WO Barry Cook and POWWTR Sally Williams.

Personnel who are thinking of transferring to another branch should read Commodore Naval Drafting's six-month signal which gives clear guidance on which branches and specialisations are open to transfers.

From a career point of view it is worth looking carefully at the advancement rosters and job prospects of the branch that you want to transfer into.

Many personnel, in their new Branch, can find their employment prospects and subsequent advancement more limited than in their old one.

### SITUATIONS VACANT

THE FOLLOWING are details of jobs for which the Naval Drafting Service is seeking volunteers.

CPO (any) at HMS Excellent: a shore billet based at Portsmouth, leadership training instructor, required January 99 for two years.

CPO (any) at Newcastle URNU: a shore billet based at Gateshead, unit coxswain, required February 1999 for two years.

POMEM(L) in HMS Intrepid: a shore billet based at Portsmouth, normal POMEM(L) duties, required July 1999 for 30 months (accompanied).

POMEM(L) at ACE SRGN, local foreign service based at Gibraltar, normal POMEM(L) duties, required July 1999 for 30 months.

LMEM(L) in HMS Fearless: a sea going billet based in Portsmouth, normal POMEM(L) duties, required May 1999 for 30 months.

LMEM(M) in HMS Invincible: a sea-going billet based in Portsmouth, normal LMEM(L) duties, required June 1999 for 30 months.

MEM 1, MEM (M), MEM(L): Falklands-based sea-going billet in HMS Dumbarton Castle, AMC/MEMOC, required June 1999 for six months.

Personnel should check the entry criteria for the branch which they want to transfer into. BR1066 details the minimum educational requirements, length of service requirement and any necessary aptitude tests that need to be achieved before a transfer can be approved. It is now a requirement to gain manning clearance before applying for the aptitude test.

Transfers are considered by NDD under two categories:

The first category is transfers into sideways entry branches.

These are staffed by the relevant Branch Manager in the Directorate of Naval Manning (DNM) who, taking into account the current and forecast manning levels of the specialisations involved, will decide the merits of each individual case.

This decision is forwarded to NDD who then take the appropriate drafting action.

Where approval is given, NDD has a period of up to 12 months in which to execute the transfer; allowing time for a relief to be identified and drafted. Examples of these Branches are Aircrewman, Diver, CT, NA(AC) and PT.

The second category concerns transfers into Direct Entry branches.

These are staffed within NDD by the relevant Drafting Sections. As with sideways entry transfers the wishes of the individual have to be balanced against the requirements of both the donor and receiver branches.

Staff are all aware that there are many branches where the manpower shortfall make it virtually impossible to justify transfers out at the present time, a good example being the Warfare Branch (General Service). Once again, if approved, NDD has 12 months in which to complete the transfer.

In the present taut manpower situation the need for good communication between ships, shore establishments and the Naval Drafting Directorate has become more important than ever.

The Drafting Desk can only respond to the latest information C230s and C240s. This is the only information held on staff and frequently they do not reflect their current personal circumstances.

All personnel should check to make sure that their C230s reflect what they really want.

Remember a C230 remains in force until it is superseded, whilst a C240 automatically expires after two years.

### The team

The Warfare and Operations Drafting Division contact extensions at Centurion Building are:

Drafting Commander and WO Appointer: Cdr S J J Hall ext 2494.

Office manager and assistant to Cdr: POWWTR K J Plummer ext 2497.

Admin Assistant: Mrs J L Attewell ext 2497.

Drafting Officer for (R)(M)(AW)(WA)(AWW)(AW T): Lt Cdr G D Palmer ext 2457

POWWTR L Morgan (M)(R) senior rates, (WA) all rates 2459.

LWWTR J L Stocks: OM(AW)1, ext 2450

LWTR B Saunders: (M)(R) junior rates, ext 2459.

WWTR K A Broadbent: OM(AW)2, LOM(AWW)(AW T) ext 2450.

Drafting Officer for (UW)(S)(EW)(MW)(D)(SEA) (SR): Lt Cdr D R Long ext 2454.

POWWTR Y Y Anderson: All Senior Rates, ext 2151.

LWWTR D Halliday: (UW)(S)(SR) Junior Rates, ext 2441.

LWTR E Jordan: (EW) (D) (SEA) Junior Rates, ext 2441.

WTR J Leeson: (MW) Junior Rates, ext 2441.

Drafting Officer for (Comms, CT, Tels, OM(C) and WEMs): Lt Cdr R F Villier ext 2452.

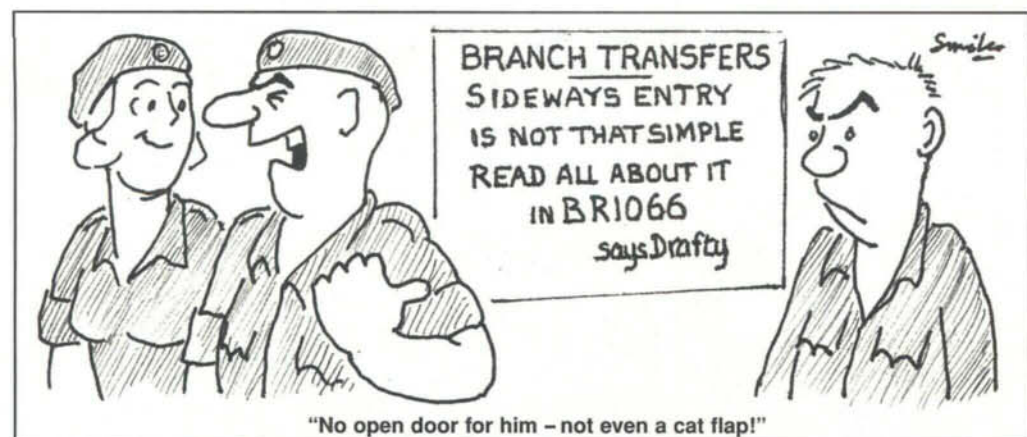
COMMS Desk: POWTR S Docherty, all Senior Rates, ext 2496.

LWTR R J Lewis: all Junior Rates, ext 2442.

WEMS desk: POWWTR K J Plummer, all Senior Rates and WEM(R), ext 2497.

LWTR P A Lindley: all WEM(O) ext 2511. WEM(R) J Short: ext 2529.

The fax number for NMA Gosport FAX is 2449. As of 1/4/99, Tyne Building at Devonport will be the office for the Continuity Drafting Trial team, WO(R) B Cooke and POWWTR S Williams. Their telephone numbers have yet to be confirmed.



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## Training takes a leap forward

**A** ROBOT teacher has joined a Royal Navy ship to train officers and ratings in a wide range of subjects.

The shipborne 'robot' - actually a computer system providing an Interactive Learning Facility (ILF) - has been installed as a trial in the Type 23 frigate HMS Iron Duke.

In January, when the ship leaves for a six-month deployment to the Mediterranean, she will take with her a comprehensive selection of training modules ranging from foreign language instruction to courses in management, finance, personnel, health and safety, and computing.

They will be available to all 180 of the ship's company 24 hours a day, and if the trial is successful it is hoped to instal ILFs in every ship in the Fleet.

Packages on numeracy are also being tested in line with the commitment embodied in the Strategic Defence Review that all members of the Armed Services should reach at least NVQ Level 2 standard.

Installation has been arranged by Defence Management Training, and on board the facility is managed by RS Jeffrey Westgarth, who has found that people are keen to use it.

"Since the system was installed we have been booking around ten one-hour slots a day," he said.



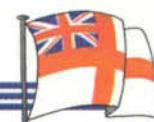
● COMPUTER TEACHER: OM(AW) Dave Fewell using the Interactive Learning Facility on trial in HMS Iron Duke.





# Ships of the Royal Navy

## No 515



● H-boat – the grey HMS Roebuck displays her new number.



## Old name proves popular

ROEBUCK has proved a popular name through the years – the first of the 16 vessels so-called appeared when a flyboat was bought from the Dutch in 1585.

The second, a ten-gunner, was lost in a collision in 1641, and the third was captured during the Civil War and sold in 1651.

The fourth Roebuck was sold in 1668, the fifth in 1683, and the sixth was sunk in 1696 as a foundation in Portsmouth.

The seventh foundered in 1701 and her successor became a breakwater in 1743.

The ninth, a fifth-rate, was sold in 1764 and the tenth, a troopship and hospital ship among other things, was broken up in 1811. The eleventh was sold in 1864, and the twelfth, a 1901 destroyer, went in 1919.

Number 13 was "launched" by a near-miss bomb in 1942, and converted to a frigate, being sold in 1968.

The current Roebuck is number 14 – but two others existed, a requisitioned World War One minesweeper and a World War II balloon vessel.

## Facts and figures

**Class:** Coastal Survey Vessel  
**Builder:** Brooke Marine, Lowestoft  
**Commissioned:** October 3, 1986  
**Displacement:** 1,477 tonnes  
**Length:** 63.9 metres  
**Beam:** 13 metres  
**Draught:** 4 metres  
**Speed:** 14 knots

**Range:** 4,000 miles at 10kt  
**Complement:** 46 (including six officers)  
**Machinery:** Four Mirreles Blackstone ESL8 Mk1 diesels, two shafts, controllable pitch propellers  
**Radars:** Navigation: Racal Decca 1616C  
ARPA: I-band

# Roebuck tests new concept

COASTAL survey vessel HMS Roebuck is reaching a milestone in her career – by next month she should have steamed the equivalent to ten times around the world.

Many of those miles have been clocked up in the last year, as Roebuck participated in three major NATO exercises developing the concept of Rapid Environmental Assessment (REA).

REA is designed to provide accurate environmental information in preparation for an amphibious landing or evacuation of personnel, taking in the atmosphere, sea conditions, sea-bed and beach.

The 1,477-tonne ship – the only one of her class – started with Rapid Response '97 and '98, followed by Strong Resolve, which put REA theory into practice.

This gave the ship's company the chance to visit several countries, including Greece, Spain and Portugal. Roebuck was believed to be the first RN ship to visit Seville for 13 years.

Roebuck, the largest of the Navy's three coastal survey vessels,

then undertook a spell of operational sea training from Faslane and surveying north of Rona.

The calm, sunny weather in the north contrasted with conditions during Operation Intimate, a French-run exercise to gather data from the Bay of Biscay which coincided with poor weather, making the recovery of heavy sonar buoys somewhat challenging.

Roebuck now returns to more traditional surveying in the North Sea and Irish Sea, with a refit due at the end of 1999.

■ Mapping out a bright future – see centre pages

## BATTLE HONOURS

Armada .....	1588
Cadiz .....	1596
Portland .....	1653
Gabbard .....	1653
Barfleur .....	1692
Velez Malaga .....	1704
Cape Passero .....	1718
Martinique .....	1794
Egypt .....	1801
China .....	1860
Sabang .....	1944
Burma .....	1944-5

## AIRCRAFT OF THE ROYAL NAVY No 24



● A Fairey Swordfish of the RN Historic Flight over the River Humber.

## Fairey Swordfish

THERE CAN be little question that the Fairey Swordfish has the distinction of being Britain's most famous Naval aircraft.

Although obsolete by the time World War II began – it was known to one and all as the Stringbag – the aircraft's ruggedness and reliability helped to maintain it in the front line from the very start of the war in 1939 to almost the last day.

Swordfish shared the glory of victory in some of the Royal Navy's best remembered battles and campaigns: at Narvik they spotted for HMS Warspite's guns, at Matapan they fatally disabled the Italian cruiser Pola.

Their torpedoes crippled the German battleship Bismarck, putting her within reach of the Navy's big-gun ships, and they made an heroic but vain attack on the battlecruisers Scharnhorst and Gneisenau in an attempt to prevent their escape from Brest.

For that, the Commanding Officer of 825 Naval Air Squadron, Lt Cdr Eugene Esmonde, was awarded a posthumous VC.

But the Swordfish's most memorable victory came on November 11, 1940, when aircraft of 813, 815, 819, and 824 Squadrons flying from HMS Illustrious dealt the Italian fleet a devastating blow at Taranto, crippling three battleships and damaging a cruiser and two destroyers. It was the first time that a whole fleet had been put out of action solely by an air strike – a tactic copied by the Japanese just over a year later.

Individual battles apart, Swordfish flew from shore bases, escort carriers and merchant aircraft carriers (MAC ships) to combat U-boats

ranged against convoys in the Atlantic and Arctic.

They proved a valuable weapon in the war against the submarine, taking part in the destruction of 12 of them, using bombs, depth charges and rockets. In all, between 1939 and 1945, Swordfish were responsible for sinking 350,000 tons of enemy shipping.

The 'Stringbag' was developed from an experimental aircraft produced by Fairey in 1933, and began entering Naval service at Gosport in 1937, replacing the older Fairey Seals and Blackburn Sharks.

At the outbreak of the war there were 12 Squadrons equipped with Swordfish – and there were still nine at the beginning of 1945. They were involved in action right up to VE-Day – the last Swordfish attack being delivered against a German midget submarine by a Belgian-based Stringbag of 119 Squadron RAF. (Two front-line RAF squadrons operated Swordfish, the other being 202 Squadron flying Swordfish floatplanes from Gibraltar).

The last operational flight by a Swordfish took place on June 28, 1945, when it was launched from the MAC ship Empire Mackay. However, the Navy's last biplanes continued in training and miscellaneous roles in decreasing numbers until 1953.

The Fairey Swordfish was powered by a 690hp Pegasus IIIM or 750hp Pegasus XXX engine, giving a maximum speed of 139mph. Climb rate was 10 minutes to 5,000ft and maximum range was 1,030 miles (546 miles with an 18in. torpedo). Armament comprised one fixed machine gun firing forward and one MG in the rear cockpit.

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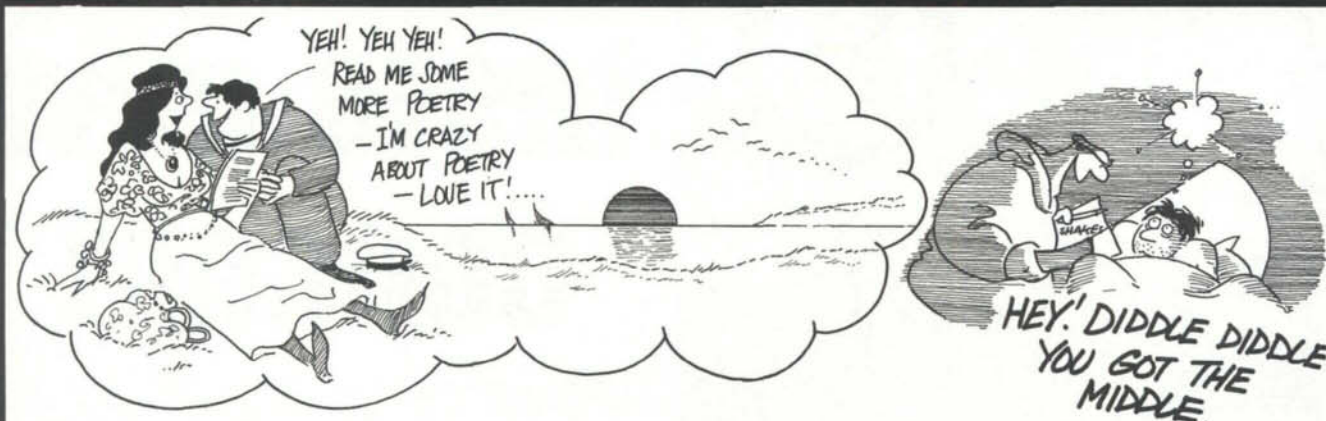
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# JACK

BY TUGS



## They also served ...

REFERENCE B. Swift's 'I Was An HO' (July issue), in October 1941 I saw 104 men muster for service in the Royal Marines, unaware that prior to entering Eastney Barracks they had been selected to man No2 Naval AA Fort.

Commissioned in June 1942 they destroyed several enemy aircraft and many V-1s. They experienced bombing attacks by enemy and friendly aircraft, Allied ships sunk by mines, the loss of a shipmate overboard and heavy seas which smashed away the Dolphin complete with Lister engine.

No beer, no skittles, no campaign medals - just ticklers, a tot and a few Naval tiffies about - but they still served at sea, under the White Ensign aboard one of HM ships. - A.Smith, Eastbourne.

## St Helena tickets

THE ARTICLE 'Recruiting arm reaches as far as St Helena' (August issue) implies that these were the first to be recruited from the island.

I joined Ganges on September 4, 1956 and one of my classmates was Daniel Joshua, from St Helena.

I lost contact with Danny when I left Ganges in October, 1957, so I have no idea how his career developed. Still reading *Navy News* after all these years! - B.S.White, Northampton.

## Tsar turn was first

WHILST I would agree with Mr Leathes that *Vindictive* was the first British aircraft carrier in the Baltic, she was not the first of all.

This honour would seem to belong to the Russian *Orlitz*, built at Dundee in 1903 and commissioned at St Petersburg in February, 1915.

She carried between four and 19 aircraft and operated in the Gulf of Riga up to 1917. (Source R.D.Layman, *Before the Aircraft Carrier*, Conway). - D.K.Brown, Bath.

# Jenkins' ear for genesis of new carriers

READING the August article on the next generation carrier reminded me of the genesis of the *Invincible*-class which occurred when I was doing a stint in the MOD Central Staffs.

The class was not, of course, originally conceived as being a through-deck carrier. In the late 1960s the Navy Dept drew up a draft operational requirement for a command and control/anti-submarine cruiser. This had a flight deck only on the rear half of the ship, was to operate about eight anti-submarine helicopters and possibly tow a large sonar array.

However, the MOD's Operational Requirements Committee (chaired by an Air Marshal) invited the Navy Dept to submit two designs for its consideration - the original draft requirement and another version which was to have "a deck which ran the length of the ship".

The aim was to permit extra helicopters and enable the operation of RAF/VSTOL aircraft in some future contingency. The Navy Dept responded rapidly and the ORC endorsed the full deck version. I believe it was around this time that the ship began to be known as a through deck cruiser.

I recall seeing a copy of the submission to the Treasury following consideration by the Chancellor (Roy Jenkins). He had written "Approved. But this is not to be taken as agreement for purchase of Harriers by the Royal Navy".

Soon afterwards the Government changed and the rest of the story is well known. - Wing Cdr D.A.Cooper, Farnham

# Brum buzzed as she blew back from Quebec

IN *The Time of Your Lives* in July you featured HMS Birmingham in Quebec in 1958. I was with her on that trip as advance party for the recommissioning.

She was a grand old lady and I was very pleased to have been drafted to what was probably the happiest ship of the time.

The sequel to the photograph is that we had gone to Quebec in a hurry when it was realised there was going to be a celebration with the French and American navies in attendance but no RN ships in sight. As we were in Scotland at the time it was decided to send us.

Whilst we were there, the powers that be suddenly realised that we were due back to recommission and for us to get into Chatham basin it had to be on the high tide, to get through the lock.

Time was running out. It was decided to do a fast run, but fuel was the problem. We were fuelled in Quebec to 95 per cent, then steamed down the St Lawrence to be met by a tanker from the RCN. We were then topped up to 100 per cent fuel - we dreaded a roll for the first day until five per cent was taken out of each tank, but no spillage occurred.

As soon as we took our leave of the tanker, we increased to 27/28 knots. The whole ship buzzed. Without a hitch we crossed the Atlantic, maintaining speed up the Channel and around North Foreland and reduced gradually to be 'on time' at the locks to lock in and pass into the basin.

The only sign of our fast trip was two very brown funnels - but we were down to the last drop of oil. - L.O.Toghill, Purbrook, Hants.

## Last out of Haifa

AS AN ex-Ganges boy now serving in the Royal Australian Navy, I look forward to receiving my copies of *Navy News*.

I noted with interest the article by R.Turner of Bournemouth and his account of HMS Striker and the evacuation of 40 Cdo Royal Marines from Haifa in June 1948 (July issue).

Enclosed was a hand-written note:

"I was the last British Serviceman off shore after the High Commissioner and his flag party, with the Union Jack.

"We went astern off the beach and Sgt Dodds went under the hull to check for limpets before we steamed out of the harbour."

The note was written by the then 19-year-old Mne John Evison, given the task of covering their withdrawal with a Bren gun. He now lives in retirement in Exeter. - CPOCSM S.J.Evison, RAN, Hoppers Crossing, Victoria.

# Hornblower gave me my moment of stardom

SEEING your recent articles on the new *Hornblower* TV series reminded me of when I was in RNB at Portsmouth waiting for a sea draft and the drafting CPO asked me if I would like to do a bit of filming at the dockyard.

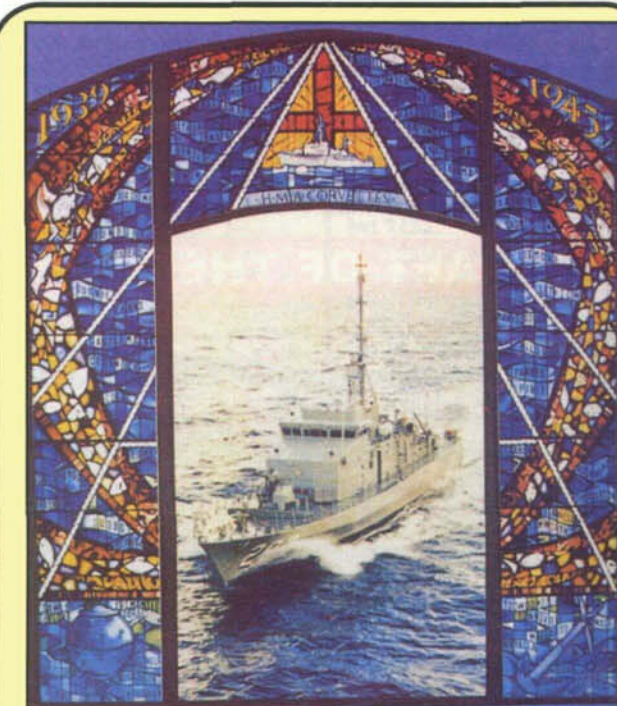
As I was bored out of my mind I said yes and he told me to join a group of about 30 mixed branch men and off we marched.

On arrival we found that a film crew was filming *Captain Hornblower*, RN and we thought we would see the stars, Gregory Peck and Virginia Mayo. But they didn't appear - all they got was us, dressed up as a squad of 18th century Marines in shakos etc, marching across in front of HMS Victory.

If we did it once, we did it about

50 times until the director was at last satisfied. Anyway, we had a good dinner from the caterer's caravan and they gave us £10 each so we had a good day.

When the film came out I told all my relatives and we went to the local cinema to see it. My bit lasted about five seconds. I often wonder what it must have cost the company for that one little shot. Anyway, when it came on the TV here recently I videotaped it, so now I've got my one day of film stardom to keep! - N.W.Gerhard, Armadale, W.Australia.



● The Australian corvettes memorial, Garden Island, Sydney, featuring HMAS Fremantle.

# Bathursts well remembered

IT MAY not be known to many members of the Flower Class Corvette Association that in World War II the Royal Australian Navy manned 56 corvettes, built in Australian dockyards.

Of a similar size to our own Flower-class, the Australian Bathurst-class (named after their provincial towns as were all the Canadian corvettes of this class) outnumbered by 5 to 3 all other warships of the RAN.

Initially conceived as minesweepers, the Bathursts often carried out similar convoying tasks to those of our Flowers - but they also surveyed the uncharted waters around the islands of the South Seas, bombarded Japanese positions, towed stranded merchantmen, ferried raiding parties and landed spies.

Likewise armed with 4-inch gun, Oerlikons and depth-charges, their one significant difference was that they were driven by twin propellers. One third of all Australian sailors served in them - and they were all young, so that national corvette reunions, held successively in their major cities, are still as well attended as ours.

The memory of their ships is certainly as well, if not more cherished nationally. Two Australian corvettes are preserved as museum pieces, HMAS Castlemaine in Victoria and HMAS Whyalla in South Australia.

The RAN chapel on Garden Island, Sydney, has a particularly striking stained glass surround to the main door, commemorating the name of every corvette. My wife and I were shown this and other stunning testimonials to a country's gratitude by Ern Pesk, Vice President of the RAN Corvettes Association of New South Wales. - P.Coy, Sherborne.



# Navy News

No.531 45th year

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## Letters



# CUISINE OF RENOWN – AND NOT A BURGER IN SIGHT!

AS A former Supply Assistant, I read with interest Stefanie Coombs' interview with Chief Chef Ian West in HMS Fearless (September issue).

I have a copy of a General Mess Menu for my old ship HMS Renown for the week ending March 17, 1945. At that time she was based at Trincomalee with the East Indies Fleet.

The food on offer includes such delights as Assorted Tinned Fish and Bacon and Bubble & Squeak (for breakfast), Boiled Beef, Gravy Soup, Tinned Sausages and Roast Hearts.

Not a burger in sight – and chips only once! – R.W.Deakin, Solihull.

CHIEF West brought back wonderful memories of 'Cheesy Hammy Eggy Topside' in HMS Victorious when I was a young clackermechanic (chef) back in 1960.

We used to serve a similar dish, although it was usually toast with piped potato around the edge and filled up with whatever we had left from breakfast – spaghetti, baked beans, sausage split in half and then covered with melted cheese and a fried egg.

My regards to Tugg Willson – I seem to recollect it was one of his favourite meals!

Nice to know that chefs are officially called chefs now. Are they still called by some of the other dubious labels we used to get – 'Manipulator of Duffology', 'Slosh', 'Trained Killer', 'Pot Dodger' and so on? – G.K.Allison, Goole.

● HMS Renown in her warpaint. Inset: HMS Victorious in 1962.

# In a flap over flag called Jack ...

I REFER to the article in your May edition by Cdr Bruce Nicolls about our country's flag. I am sorry to see that he is perpetuating the incorrect name for it.

In its present form it originated in 1801 by the union of England, Scotland and Ireland – hence the Union Flag. Only when flown from the jackstaff of a Royal Naval ship at anchor is it a Union Jack. It is not known exactly when, but unfortunately this latter name passed into the vernacular, although official documents and bodies used and still use the correct term.

On July 14 1908 the Earl of Crewe on behalf of HM Government in the House of Lords said the Union Jack should be regarded as the national flag of the country. This was obviously an error – possibly he was not adequately briefed by his civil servants or he made a slip of the tongue, because all Government documents refer to the Union Flag. Even recently when the instruction went out that it should be flown over Buckingham Palace when the Queen was not in residence.

In addition, the Seamanship Manual, the BBC, quality newspapers and the Scout Movement, founded in 1908, all use the correct name.

Interestingly, Cdr Nicolls' opposite number in Australia, John Vaughan, the president of the Australian National Flag Association, also maintains that it is incorrect to call the British national flag anything other than the Union Flag. – L.D.Roland, Wokingham.

Cdr Nicolls replies:

Britain's national flag, the Union Flag, is popularly and quite acceptably known as the Union Jack. There are some who hold that this name should only be used for the flag when flying in the bows of Her Majesty's ships, but this is a modern view, not supported by the histori-

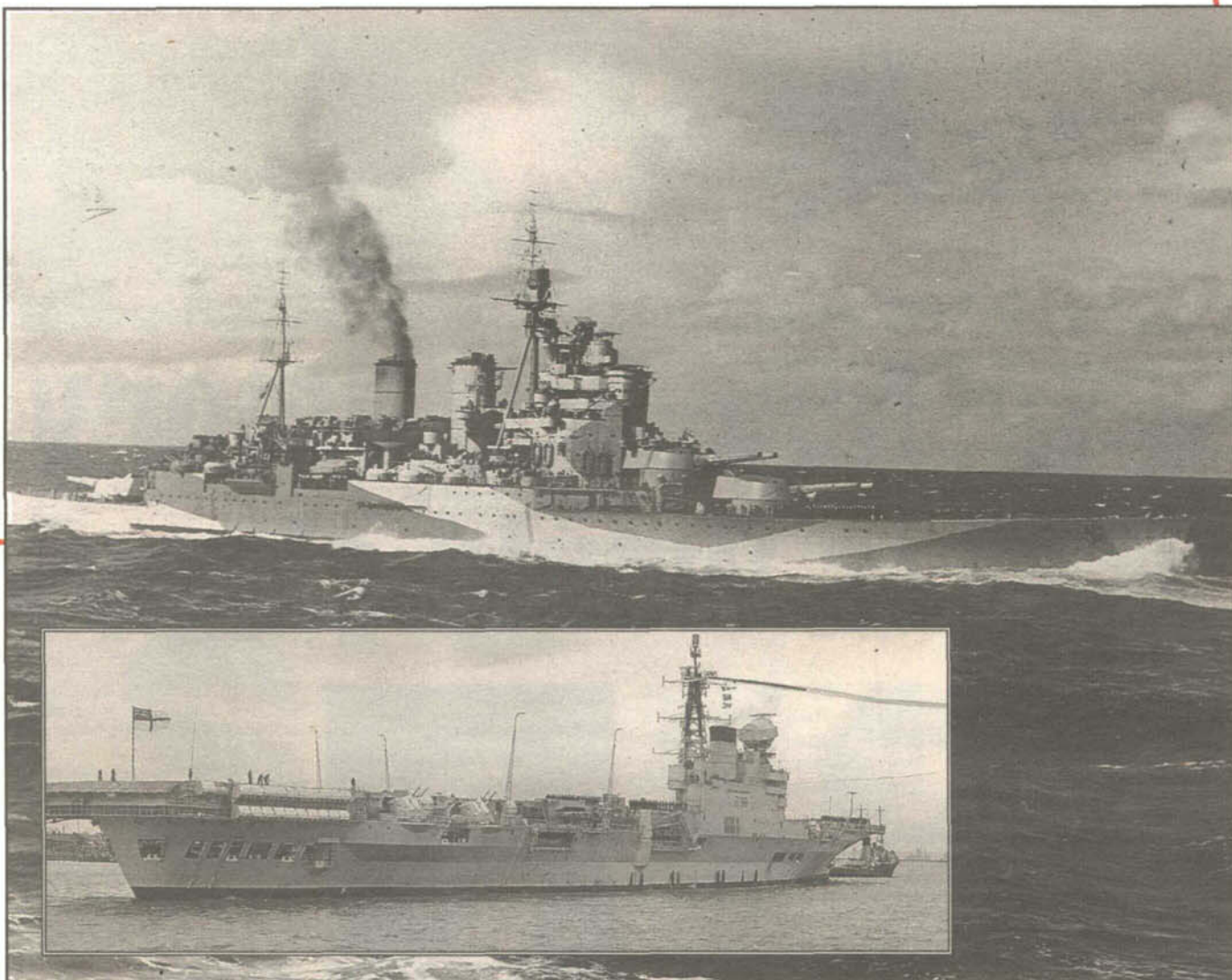
cal facts. It could, perhaps, be described as an early example of political correctness.

When the 'British' flag was introduced in 1606 for use at sea it was flown at the main masthead, but by 1627 it had become the custom to fly a smaller version of the flag from the mast on the bowsprit. At that time the word "jack" could mean small (it can still have the same meaning today) and this smaller flag was called a jack. The name did not describe the position in which the flag was flown, only its size, and over the years the term Union Jack was adopted wherever it was flown. It became the accepted name for the flag.

Even Royal Proclamations and Admiralty Instructions described the Union Flag as the Union Jack whatever its use. In Naval ensigns, in the pilot jack and other jacks of which the Union Flag formed a part, and when used as a signal flag, the Union Flag was described as the Union Jack.

In 1900 the War Office formalised the design of the Union Flag as used in regimental colours with significant differences in proportions and detailed design from the Naval pattern. The name Union Jack then served well to differentiate between the one flown at sea, and by government and citizens ashore, and the Army version. In 1902 the Admiralty approved the general use of the term Union Jack for the naval pattern of the flag.

In 1908 a question was asked in Parliament as to whether citizens were authorised to fly the 'Union Jack'. The reply was that: "The Union Jack should be regarded as the National flag, and it undoubtedly may be flown on land by all His Majesty's subjects." So it was that Parliament established the Union Jack as the national flag and approved the use of this name for the flag.



## High wire monkey

ANOTHER animal story to add to the recent spate. During our six months extensive refit, high and dry in Taikoo Dockyard, Hong Kong in 1937, crew members of HM submarine Phoenix were billeted on the ground floor of a godown. The first floor was the home of Capt Thirlwell, the local tugmaster, whose nanny goat was tethered outside adjacent to our living quarters.

We, on arrival, had inherited a female monkey and our senior three-badge AB became, by unanimous approval, the monkey minder with whom she formed a strong attachment.

Initially, she was allowed the freedom of our living quarters, but one day, in the absence of her minder, she proved to be a disaster, raiding ditty boxes and tearing/chewing anything she could lay her paws on.

We provided her with a bed on top of one of the lockers, and to keep her out of further mischief kept her on a lead about two yards long. Unfortunately, on tiptoe she could just manage to reach the lighting cable which ran the length of the godown, and by some monkey intuition was able to remove one of the bulbs, thrusting her paw into the empty socket.

This was fine when the circuit was switched off, but on more than one occasion she screeched loudly on receiving a shock.

Her minder would frequently take Minnie for exercise outside the godown where she loved to play with the Thirlwell goat, leaping on and off her back. In return, the goat would endeavour, without success, to pin Minnie with her horns.

At the end of our period in Taikoo we were forced to give Minnie a draft chit to an Army depot over in Kowloon.

The last report indicated that on the third day of her new appointment her new minders were still trying to entice her down from a tree. She obviously preferred living with members of the Senior Service. – G.Pickup, Portsmouth.

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## People in the News



### Foxy's battle for Waterloo

FORMER Navy killick Ian Fowler has won the latest battle for Waterloo.

The ex-sparker stood for election in the aptly-named Waterloo constituency of Blackpool in a local by-election and defeated all comers.

Mr Fowler, known as Foxy to his friends in the Submarine Service, sailed in HMS Otter, Opportune, Oracle, Onslaught, Porpoise and Sealion before spending two years in Hong Kong. He left the Navy after 26 years in 1992 and is now a qualified chiropodist.



● Waterloo campaigner Ian Fowler, from Blackpool.

### Infectious enthusiasm

HMS CUMBERLAND'S POMA Darren Parker has been presented with the Sick Berth Petty Officer's Efficiency Medal.

He was recommended for the honour, for among other things, setting up an exceptional medical department, his expertise, caring and genial personality, boundless energy, and the infectious passion he has for his work!



● POMA Darren Parker



● PO Linda Cooper and father John show off the three medals

### Linda keeps up family tradition

PO LINDA COOPER kept up a proud tradition by becoming the third generation of her family to receive the Navy's Long Service and Good Conduct Medal.

The 33-year-old from HMS Drake adds her medal to those won by her father John and grandfather Norman.

John Cooper was a Chief Artificer who served from 1954 to 1977 and Norman Cooper was a Chief Yeoman, serving from 1928 to 1945 before being killed at the young age of 33.

Linda said: "Dad was overjoyed when I chose a career in the Navy and he was very proud when I received my medal."

## Mike's memory is world class

MIKE TIPPER is celebrating a superb result in the World Memory Championships.

The Lt Cdr from the Ships Support Agency is officially the World's number two after coming second at this year's event, held during the Mind Sports Olympiad in London.

Mike performed some staggering feats during the competition.

This included memorising the sequence of nine packs of cards in an hour, a whole pack in 2 minutes 49 seconds, and 996 binary numbers in an hour.

He first encountered memory techniques on a course at HMS Collingwood but it was when he learned about a technique known as mind mapping five or six years ago that he became really interested.

Curiosity led him to help out at the 1996 world championships and when he entered in 1997 he came fifth.



● WORLD'S NUMBER TWO: Lt Cdr Mike Tipper

This year, Mike did not have the time required to attempt to win the championship, but set himself the goal of coming second, and out-performed all contestants except the eventual winner, Andy Bell.

"It's all technique and not natural ability and the concentration and speed required comes with practice" said Mike modestly.

"I didn't have the time to go for first place this year, but I achieved my goal of coming second."

"Hopefully, though, the curve is still on the way up, and I have the championship in my sights for next year."

Many of the techniques that Mike uses are described in *Use Your Head* by Tony Buzan (BBC Books) and *How To Develop a Perfect Memory* by former World Champion Dominic O'Brien (Headline).

"I'd recommend the first book to anyone undertaking a course of study and the second to people interested in memory competition" said Mike.

"And anyone who thinks what I'm doing is sad, should still give these books to their kids."

"Use Your Head" starts with a true story of a student who used these techniques to go from average O level results to a first class honours degree at Oxford."

### Climbing the ladder of success

AN ATTEMPT on the World ladder climbing record led to a commendation for Gibraltar Provost's LREG Mac McCaffrey.

He organised the attempt which saw a team scale over 44km in a 24-hour period, raising over £2,500 for charity in the process.

The commendation was presented by Commodore Sym Taylor, Commander British Forces Gibraltar.



● COMMENDED: Gibraltar Provost's LREG McCaffrey

### Cromer's family day is good for relations

A FAMILY day on HMS Cromer helped to foster excellent relations with the visitors who boarded her on the Clyde.

The ship exercised with HMS Walney, conducting man over board drills, ship manoeuvres, minehunting and diving demonstrations and held a buffet on board while at anchor.

Children enjoyed a chocolate and treasure hunt and families were given a guided tour of the ship. Cromer has deployed with Standing Naval Force Channel but will be home for Christmas.

### In brief

#### Birmingham homecoming

FOUR men from HMS Birmingham's galley had a West Midlands homecoming during a visit to England's second city.

CPO Caddick, PO Howard, LCH Gaunt and CH Keane all originate from the Birmingham area and were particularly happy to be visiting the city after the ship berthed at Avonmouth.

The ship hosted a reception for VIP visitors including the Lord Mayors of Bristol and Birmingham and conducted numerous tours for local schools, Sea Cadets and Royal Naval Associations.

The ship also sent representatives to Birmingham to visit her affiliations, which include Acorns Children's Hospice, Heartlands Hospital and the Bass-owned Mitchell and Butlers Brewery.

#### Hanging up his satchel

NAVY pensioner Terry Tyacke from Trowbridge is giving up studying - after passing his 25th A level!

Mr Tyacke (72), who is in the Guinness Book of Records as the holder of the most A levels, started studying 26 years ago and has also accumulated 16 O levels. His school was bombed in the Blitz and he had not passed any exams until 1972.

#### Denis is still a high flyer

ANOTHER record-breaking Navy pensioner is high-flying Denis Brooks from Peveril.

At 70, he has become the oldest person to qualify for a private pilot's licence from Plymouth School of Flying.

Denis, who started flying when his wife Barbara bought him a trial lesson as a birthday present, told the *Plymouth Herald*: "It has totally changed my life."

"I feel so much younger and have a happier outlook on life. When I'm up there I don't want to come down."

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● SPECIAL GUEST: Ex-RN Quartermaster Jack Powels from Norwich, pictured above with Cromer's CO, Lt Cdr David Turner. Mr Powels' son Terry bought a day at sea in HMS Cromer for his father in a charity auction on Radio Broadlands.





# Canoeists tame the Back River

**T**WO NAVY canoeists have conquered one of the most remote rivers in the World.

Lt Paul Rowland and Capt Mark Gittoes (RM) survived a 700-mile voyage through the wilderness of North West Canada to the Arctic Ocean.

Their team, which included RAF Chief Technician Brian Thompson and the Army's Capt Tom Jeffries, Maj Steve White and Sgt Rob Oliver are the first Britons to paddle the entire length of the Back River.

Expedition members were chosen from over 300 applicants and their achievement is so rare that more people can claim to have reached the summit of Mount Everest.

Their seven-week voyage took them through 80 sets of rapids which are mostly uncharted and have wave trains up to 20 feet high. And as the expedition was entirely unsupported, the team had to

**By Dominic Blake**

carry all food and equipment in their three 17-ft long canoes, supplementing rations by catching fish on the way.

The team used a Twin Otter Floatplane to reach the source of the river and started paddling ten miles South of Lake Sussex, 230 miles North East of the nearest settlement, Yellowknife.

From there, the river took them ever further from civilisation through the Barrenlands, inside the Arctic Circle and finally to the Chantry Inlet of the Arctic Ocean.

**Captain Gittoes said:** "It was an incredible journey mainly because it went so well. The planning, the preparation and the training was just right, but there were quite a few hairy moments."

"I think the worst was the night before we were picked up. The weather was absolutely horrendous. There was a 50-mile-an-hour wind and it was minus 12 degrees C, but we had 10 or 12km to go to the pick up point."

"As there were sand bars in the estuary we had to paddle 600m out to the middle of the river and that took two hours, going sideways against the wind and swell."

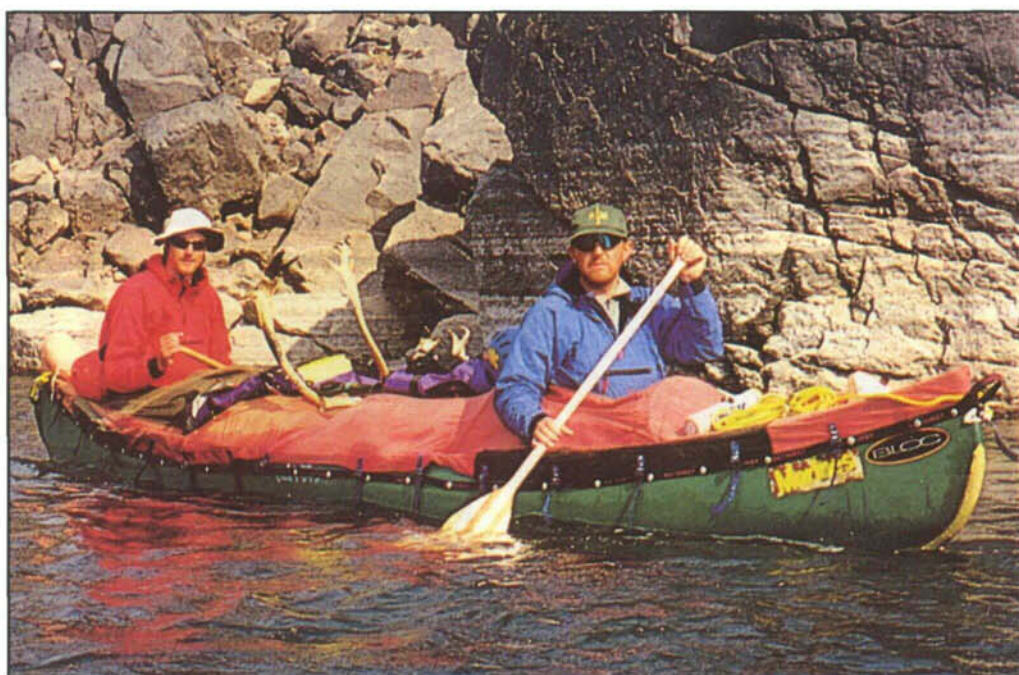
"When we turned down the river we found ourselves surfing on 15 to 20ft waves and if you don't control that properly the canoe can dig in and turn over."

"And with the sea state and the wind you knew there was absolutely no way your fellow paddlers could come to your rescue - that's frightening stuff."

During the expedition, the team kept in touch with the UK by using a satellite mobile telephone loaned by HQRM, with a solar panel to recharge its batteries.

The Back River was named after Royal Navy Officer George Back who explored the river in 1834 in an attempt to find the missing crew of a previous expedition.

Another group set out in 1855 in search of Franklin's doomed North West Passage expedition. They found no survivors, but discovered five shallow graves close to where Back entered the Arctic Ocean.



● Lt Paul Rowlands and Capt Mark Gittoes in the 17-ft canoe they used for their 700-mile voyage down the Back River, through the North West Territories of Canada to the Arctic Ocean.



● Captain Mark Gittoes, RM

## GIFTED ADMIRAL'S NAME IS STILL AN INSPIRATION

THE NAME of a distinguished and popular Admiral who died last year will continue to be an inspiration to sailors of the future.

The Admiral Rutherford Memorial Trophy will be awarded annually to the artificer apprentice or candidate who makes the most significant progress during training at HMS Collingwood.

Winning candidates must have developed their leadership qualities, demonstrated an unselfish approach, made a significant contribution to the common good and, above all, have overcome adversity in order to achieve success.

### Meteoric rise

Vice Admiral Malcolm Rutherford joined the Navy in 1959 and had a meteoric rise through the ranks as a submarine weapon engineer, and was a gifted all-round sportsman, mountaineer, skier and Italian interpreter, and was a former CO of HMS Collingwood.

He became Chief Naval Engineer Officer in 1994, but sadly, died last year at the young age of 54 and the trophy was given to HMS Collingwood by Admiral Rutherford's widow Fleur.



● Fleur Rutherford presents the Rutherford Memorial Trophy to the first winner, HMS Collingwood's Weapon Engineering Apprentice Rory Carty.

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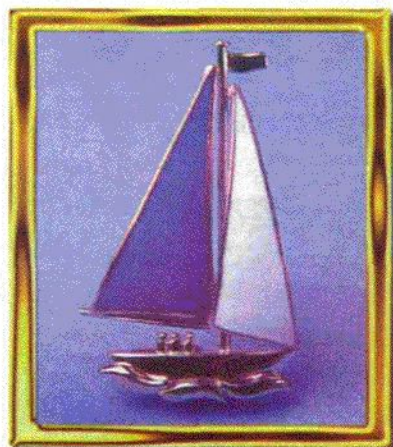




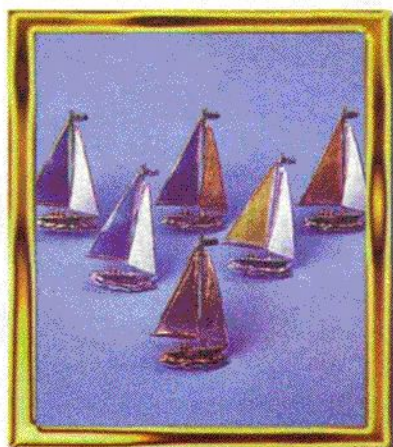
# Classical Jewellery

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## Anchor Collection

The stylish anchors can be purchased either as a brooch or pendant. They are produced in 18ct yellow and white gold, set with rubies or sapphires. Alternatively they can be produced in 9ct gold set with rubies.

The sterling silver anchors, which carry the English hallmark, are featured with a silver gilt twisted wire and are set with

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## Yacht Collection

This new collection of yacht brooches are manufactured in sterling silver, 18ct or 9ct gold. The range includes gold or silver with enamelled sails eg: blue/white or yellow/white, or plain gold with red/yellow gold sails.

# Forty years on, as a vision

**W**e have seen a very clear swing towards what our Armed Forces can do collectively – moving back from a continental to what is essentially a maritime strategy. And everything within that has a particular relevance to the Royal Navy and the Royal Marines.

"That's why I'm delighted about the outcome of the Strategic Defence Review. When I joined in 1956 we had a much larger Navy than we do now, but I leave it now as a happy man in terms of its long-term future. That said, I'm also extremely conscious that there is a whole series of personnel issues – as addressed by Admiral Briggstocke in your September edition – that we have to get right.

"If we don't, if we can't bring our people along with us, then there's no point in having any sort of vision for the future at all.

"But at least we are all of us, and by that I mean our Ministers, the other Chiefs of Staff and my Navy Board colleagues, of one mind in this as we are in so many other areas. During the past few years we've developed a modern Navy which is totally relevant to operations around the coast rather than the open ocean operations that characterised the Cold War. And we have persuaded the Government – not that they required too much persuasion when it came to most maritime issues – to modernise and improve the central areas of naval air power, the amphibious capability and nuclear submarines, together with all the supporting force levels – frigates and destroyers, minor war vessels, hydrographic ships and, of course, the RFA.

"Rarely in my 13 plus years as an admiral have I seen such a clear shift towards doing things together. The days have gone when we did a defence review and the First Sea Lord and his staff had to fly the White Ensign purely over whatever was in the Navy's own best interests.

"We see a much more co-ordinated approach to defence matters with the Chiefs of Staff now. It is what maritime forces bring to defence as a whole that counts. This is what we have argued strongly in this latest defence review – what we have called the maritime contribution to joint operations – and these arguments have clearly won the day. I am keen to see this gospel preached much more widely in the years ahead."

When he was Vice Chief of the

Admiral Sir Jock Slater steps down from a three-year stint as First Sea Lord on October 8 – three years that have seen a major shift in the Navy's role on the world stage. He began his career a month before the Suez crisis of 1956: 'Aircraft Carrier Force Bears Main Naval Burden' was *Navy News*' headline then. But it was a joint operation, too – and militarily, leaving aside the political debacle, a highly successful one.

Now, over 40 years later, the importance of the Navy's carrier force in 'jointery' – of which he has long been a leading advocate – has been heavily underlined by the Strategic Defence Review. So he told *Jim Allaway* he was leaving the Navy with his long-term vision intact ...

Defence Staff Admiral Slater was well known for being a staunch advocate of the formation of a Permanent Joint Headquarters.

"It was very difficult initially to persuade the CDS and Chiefs of Staff to go ahead with this because they had all been brought up in a different way. But to give them their due they came on side and that to me is a real success story – and of course the Navy is right behind it and has been throughout."

One of the main elements of the new expeditionary strategy – not a term Admiral Slater cares for: "It sounds like we are about to move in and carry out an opposed landing somewhere" – was the fresh approach to Naval aviation, exemplified by the plan for two new carriers up to twice the size of the *Invincible* class.

"We are talking about a very different sort of Naval aviation to that which we planned when we cancelled CVA-01 in the 1960s. I was a young lieutenant then doing the long navigation course and it was a great body blow to us young naval officers that we'd lost that battle. I suspect, though, on reflection, that a big strike carrier like that would have become unsustainable and the fact that we then went forward to develop a new Navy for the 80s and 90s with the *Invincible* Class, the Type 42 destroyers and the Type 21 frigates was a step change in our Fleet."

"Now, of course, we've seen again recently the real value of the *Invincible* class and what they can achieve – and I'm thrilled to see both Royal Navy and Royal Air Force aircraft flying from them. The *Invincible* and *Illustrious* operations in the Gulf with the Americans earlier this year proved yet again the value of taking our

airfields with us and not needing support from other nations.

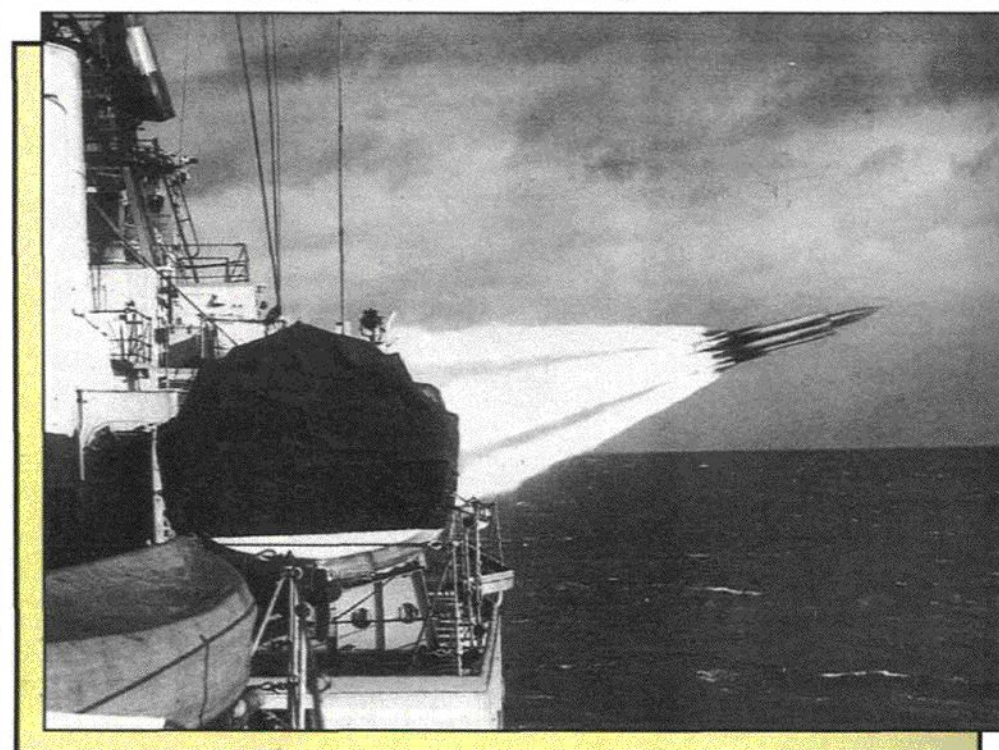
"And that's just the start. The Chief of the Air Staff and I have signed what the Defence Secretary George Robertson termed 'an historic agreement' – which is effectively the RAF signing up to carrier-borne air and us signing up to the fact that this element of future fixed wing aircraft should be common to both Services – the so-called Joint Force 2000. Inevitably there will be doubting Thomases, and as we take this initiative forward it will be essential to preserve the ethos for which the Fleet Air Arm is so famous."

**A**dmiral Slater was saddened that the Navy, like the other two Services, had to accept some force level reductions.

"As a result, I have insisted that we are given much greater flexibility in the way we operate the Fleet. In fact, this flexibility will give the Fleet Commander a golden opportunity to reduce overstretch."

"The regions we now concentrate on are around Europe, the Atlantic, the Mediterranean and the Middle East. However, we often demonstrate just what we can do in the Asia-Pacific rim (and Ocean Wave was a classic example) by deploying high calibre, well trained forces in support of our wider interests. We cannot these days justify forces specifically for those more distant areas, but we will certainly continue to deploy there whenever we can, not least in support of our Five Power Defence Arrangements."

"Up until now, we've had one ship permanently on Armilla Patrol in the Gulf and another at



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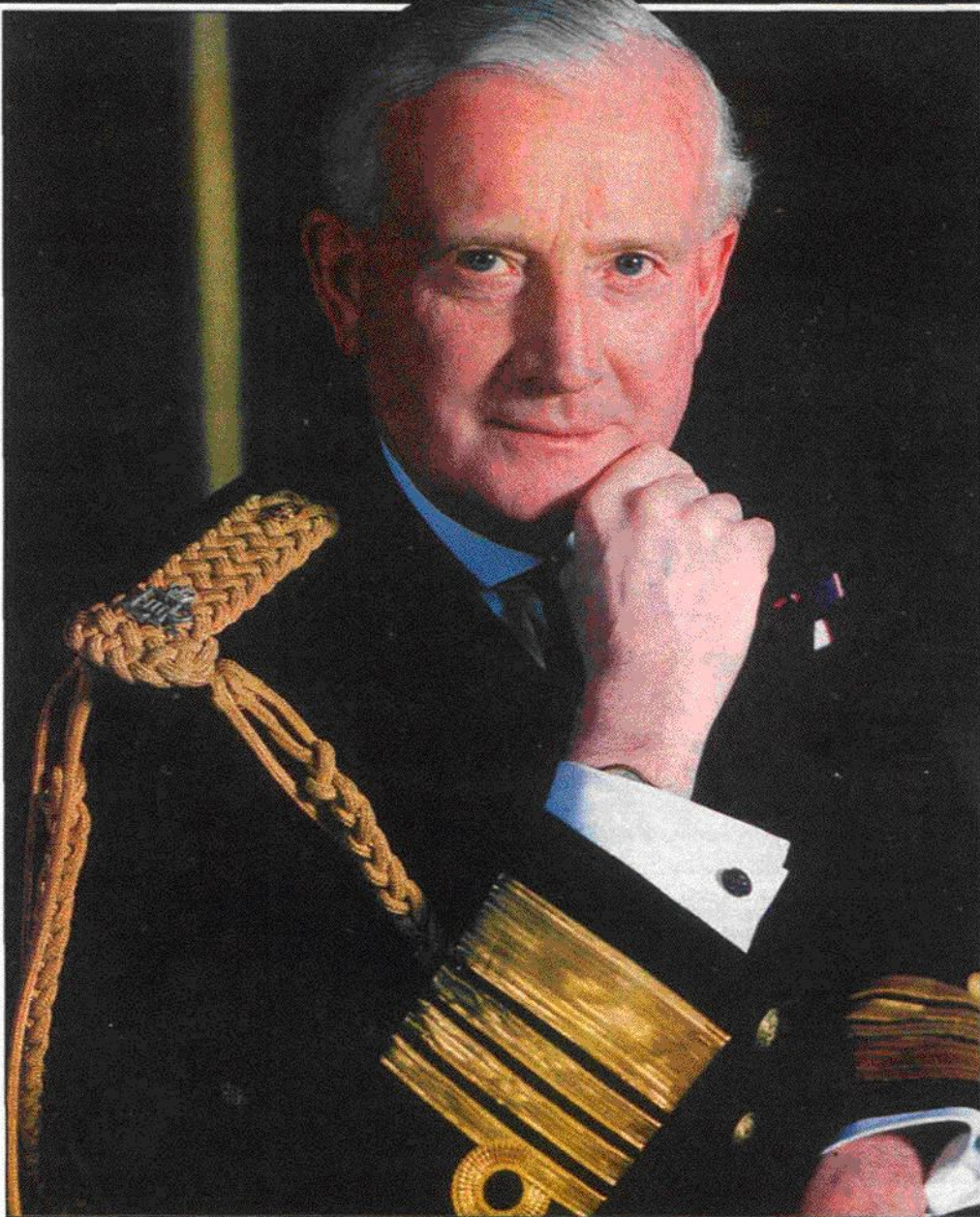
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comes true for First Sea Lord Jock Slater, he's –

# LOOKING FORWARD TO THE FUTURE



21 days' notice. To ease the stretch that second ship will now be at six weeks' notice, it may be at home, it may be in the Far East. In the Atlantic area we now plan to have a much more flexible arrangement covering the Caribbean, the South Atlantic and West Africa. This again will reduce the pressure on our ships and people. Our Ministers are determined to ease this pressure right across the Fleet – surface ships, submarines and air squadrons – and this is a great help to the Navy Board as it tackles the demands placed on the Fleet and all in support."

Close co-operation and interoperability with friends and allies was the key to the future. Here Admiral Slater stressed the importance of the acquisition of the

● **Left:** In 1956, the year Admiral Slater joined the Navy, HMS Girdle Ness was commissioned as its first guided missile ship – test-bed for all the later generation of slim-line frigates for whom the gun would be a secondary armament. She is seen here firing Sea Slug from her fo'c'sle. Naval interest in guided weapons started in World War II and the Royal Navy was in the forefront of their development. During the war an Admiralty committee was set up to investigate means of providing the Pacific Fleet with a short-range guided weapon to counter Kamikaze attacks – but Japan was defeated before the project was sufficiently advanced. After tests at Aberporth range in Wales and at Woomera, Australia and firings at sea, the Sea Slug system was introduced. It was designed to engage any enemy bomber which managed to evade the fighter defences of the Fleet at any height at which aircraft were then capable of operating and employed four boosts, jettisoned after propelling the missile to supersonic speed.

● **Right:** HMS Splendid is to carry out the first RN Tomahawk missile firing in November.

Tomahawk missile

"It's only about four years since we planned to fit seven of our nuclear submarines with Tomahawk – as a result of the SDI all our submarines will be fitted. As announced earlier this year, HMS Splendid will carry out the first firing off the West Coast of the USA in November.

"This is a deadly accurate, hugely powerful, coercive weapon and it is right in line with our force projection objectives for the future. The strong links between us and the US Navy in anti-submarine warfare, in nuclear matters in general and indeed in intelligence terms are such that our mutual understanding and trust run deep; as a result of that we've brought Tomahawk forward much faster than would otherwise have been the case. It won't surprise you that I would like to see future surface ships fitted with Land Attack Missiles!

"I speak on a regular basis to my opposite number, the US Chief of Naval Operations, and we compare notes and discuss a wide range of issues and problems. Actually, I

was in the States last week, and without any staffers and their notebooks present we had open and extremely frank discussions.

"This doesn't get away from the fact that we are very much a key European navy – but in NATO terms I regard ourselves as the Eastern anchor of the North Atlantic alliance."

**T**oday the Royal Navy and Royal Marines were being managed with ever greater efficiency – which taxpayers should applaud.

"Inevitably I look back to the days when we handled much of our affairs in-house – and I don't just mean the uniformed Navy, 80 per cent of the Chief of Fleet Support's people are civilians – but we accepted some time ago that to keep the Front Line up we had to find ways to save money in the support of the Fleet.

"Therefore a number of practices that a naval officer in the past would not have dreamed of have had to be introduced – some, I con-

fess, I would much prefer to have kept in-house.

"However, it's no bad thing. The disciplines that go with setting up Agencies and so on have undoubtedly improved our efficiency. For example, in days gone by we really didn't know how well we were specifying a dockyard refit or how much it would cost. Today, we're much tougher about it – and it's very important for the taxpayer that we should be.

"That said, I am uneasy that we should swing too far in our so-called business practices. We are not a business, we are a fighting force and that, as far as I am concerned, is not ultimately done by contractors."

Admiral Slater was clearly concerned about the loss of uniformed shore jobs and emphasised the key importance of being able to regenerate a full fighting force in times of crisis.

"And while we're talking about people, it is well known that in the 1980s when I was in Scotland I was most uneasy about sending women to sea. I was concerned above all about welfare aspects and physical requirements such as damage control and firefighting.

"I then joined the Navy Board and Archie Hamilton (the then Armed Forces Minister) said he would force the crusty old admirals into taking women to sea. That was absolute codswallop!

"I personally sat on the Navy Board here in this office when we

took a clear, positive decision that the time had come fully to integrate women into the Navy. We recognised that there would always be critics and that it would probably take an entire generation to settle down and find its own level.

to be – but I am in no doubt that, if we hadn't done it, we would have been highly criticised. So I get very irritated now when people ask me if we're going to reconsider the policy – the answer is 'no!'

"I think now of the quality of all

**'The strong links between us and the US Navy are such that our mutual understanding and trust run deep'**

"Yet here we are only seven or eight years later and generally it's gone pretty well.

"Inevitably there have been difficulties – and there will continue

the people I have been privileged to serve with in the course of my career.

"Given the chance, I'd do it all again."

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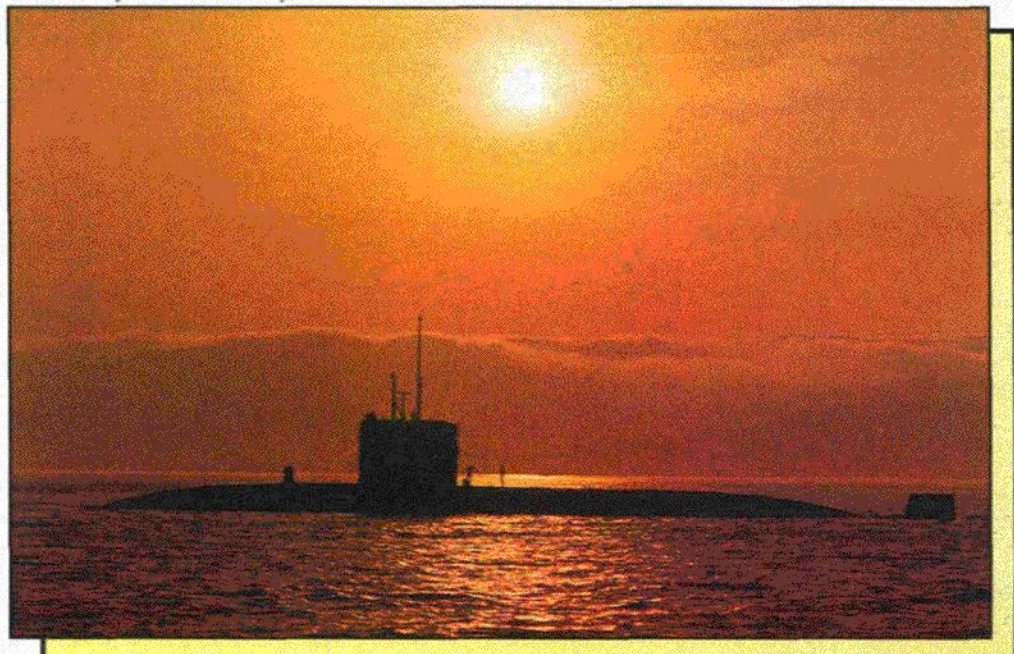


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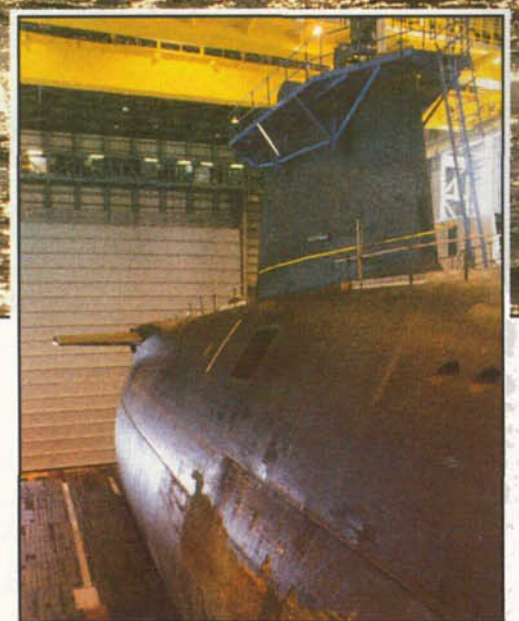
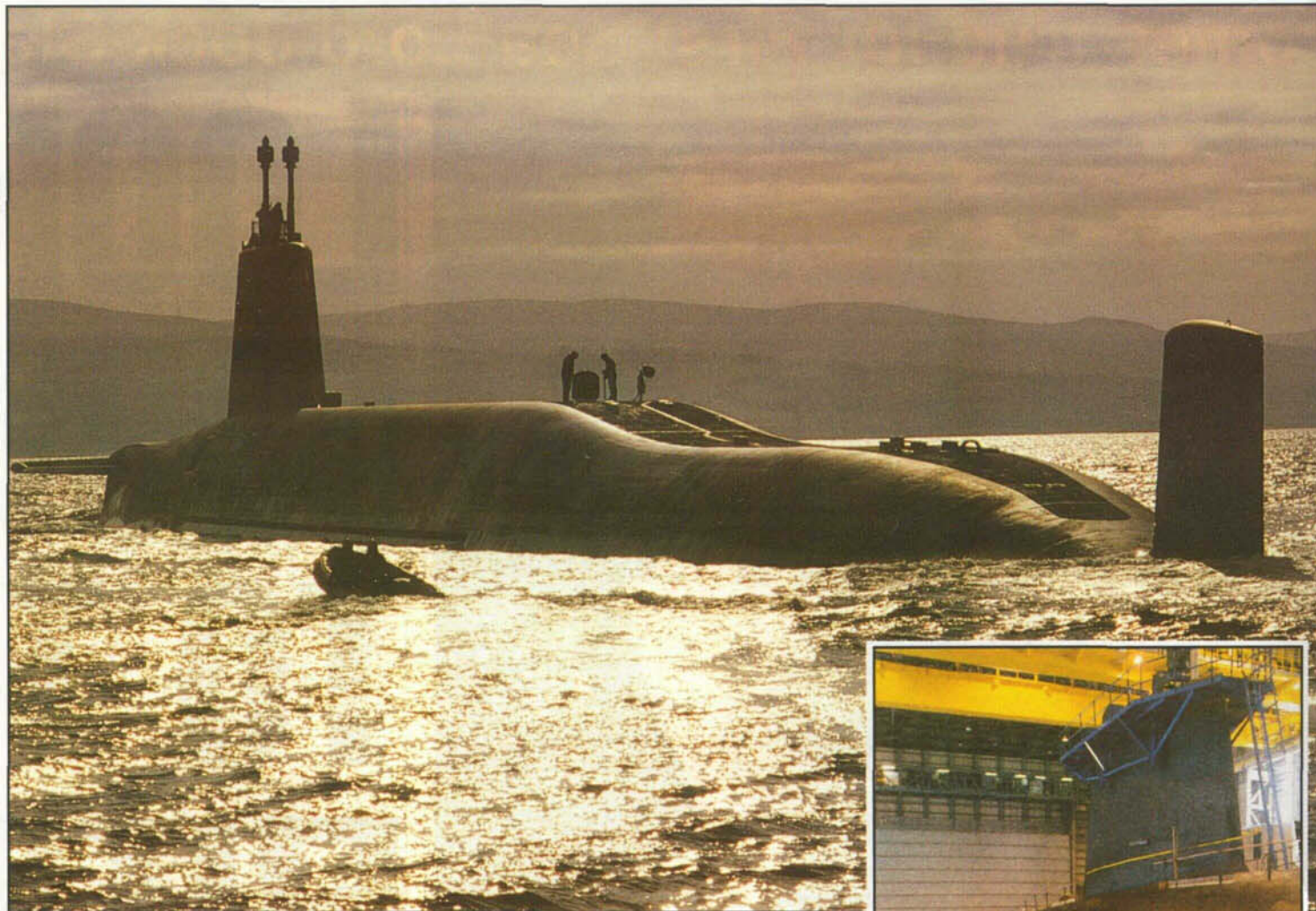
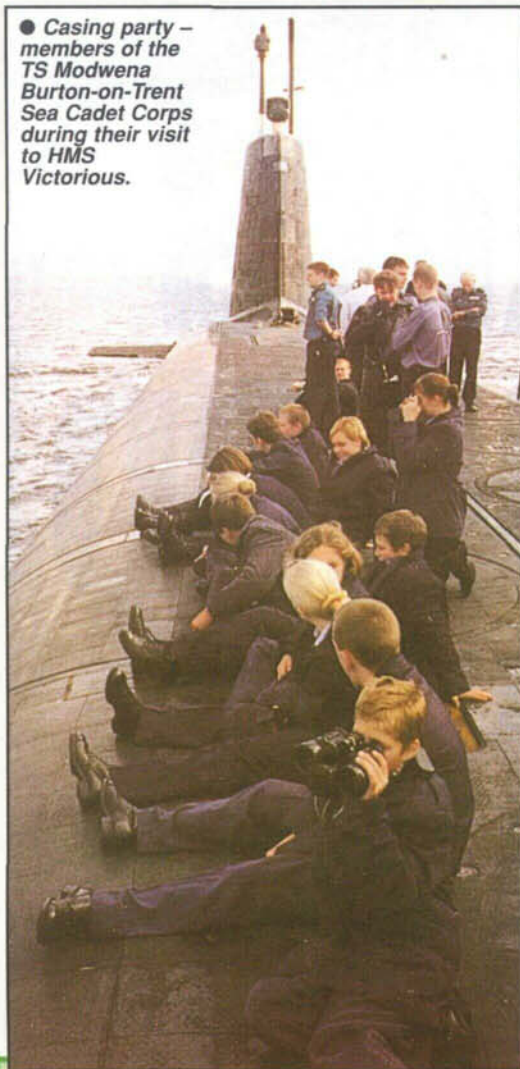
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● Casing party – members of the TS Modwena Burton-on-Trent Sea Cadet Corps during their visit to HMS Victorious.



## Cadets take a dive on Trident submarine

SEA CADETS from TS Modwena experienced a day at – and under – the sea when they visited their affiliated submarine HMS Victorious.

The 14 cadets from Burton-on-Trent, aged between 12 and 16, said

the trip was "wicked – really excellent."

"The people spoke to us and had a laugh and made us feel at ease," said one cadet.

Officer-in-charge PO Chris Upton said a number of the crew of Victorious had visited the unit last

year, repainting their HQ and bringing some souvenirs.

"This visit was very heavily subscribed," he said. "Our strength is about 60, RN and RM, and we had to do it first-come, first served."

"They think it's fantastic to spend a day like this."

● Silver and black (above) – Trident submarine HMS Victorious cruises calm Scottish waters.

● Out of her element (right) – Victorious almost fills the huge shiplift at Clyde Naval Base, Faslane, in July, during her summer maintenance period.

**Navy News**  
**1999**

ROYAL  
NAVY

# TEAMWORK

## Is the theme chosen for the Navy News Calendar 1999

If you're keen on sports, the Royal Navy has more to offer than any other organisation of its size you could name, and some of the finest facilities to enjoy them. Apart from the usual team games – and ships' teams regularly do well in matches played at their various ports of call around the world, even against professional sides – the Senior Service caters for all tastes. Well, most of them. Everything from white water rafting to motorcycle rallying. From ice climbing to hang gliding. From potholing to skydiving.

Everywhere the Navy goes, its high standard of physical fitness is demonstrated by its sporting prowess. The 1999 Navy News Calendar has the latest pictures of some of the best units of today's Navy – with snap shots of its people enjoying the opportunities it gives them to make the most of their leisure time. They work hard and play hard.

Once again the customary high standard of presentation and production has been maintained with a new and improved layout.

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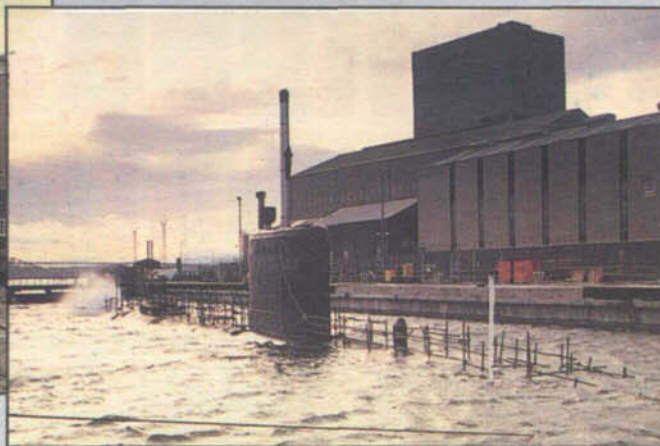
Calendar for September 1999:

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4
5	6	7	8	9	10
11	12	13	14	15	16
17	18	19	20	21	22
23	24	25	26	27	28
29	30				





● Going, going, gone – HMS Superb makes her first dive in three years during trim and incline experiments at Rosyth: forward tanks are blown ...



... the submarine starts to settle in the basin, and only the top of the fin is visible as the 4,500-tonne boat sinks swiftly to the required depth.



# Missile boat has time for visitors

**A** PRE-PATROL period has provided the crews of HMS Victorious with some diversions from their routine.

The Trident submarine, which has been operational for almost two years, finished a spell of maintenance in the summer, including time in the Faslane shipyard.

Some reconfiguration work, and trials on ranges between Skye and the Scottish mainland, has allowed the 15,900-tonne submarine to welcome a number of visitors.

On the day *Navy News* was invited on board, the party included a couple of young officers, a party of sea cadets from Burton-on-Trent, and three members of University RN Units. The mayor of Burton-on-Trent was on the following day, but an MP had to reschedule because of Parliamentary business.

Welcomed by Commanding Officer (Starboard) Cdr Dids Lombard – Victorious maintains two alternating crews – the visitors were shown around the boat as she made a brief dive, and later spent an hour on the casing as the submarine cruised the sheltered waters near Kyle of Lochalsh, making the most of a spell of late summer sunshine.

A surface cruise is itself a rare event – Trident submarines spend their patrols, which average two or three months, submerged and usually only surface to slip in and out of the Clyde Estuary.

But an even more rare pleasure in Scottish waters had been afforded the day before we visited, when a hands to bathe was possible because of the presence of support craft.

Several of the crew jumped in for a swim. All a far cry from the boat's normal routine as part of the UK's sole nuclear deterrent, a role which, unlike those of her smaller fleet sisters, has not altered with world politics.

"The role of these submarines hasn't changed and the necessity for deterrence has been re-emphasised by the Government in the Strategic Defence Review, which will not see any reduction in number of missiles or in the Government's commitment to deterrence," said Cdr Lombard, previously in command of Porpoise-class HMS Sealion and

● **Big shot** – the pistol-grip launch trigger for Trident, the UK nuclear deterrent.

By Mike Gray



● Cdr Dids Lombard.

hunter-killer HMS Turbulent.

Cdr Lombard, who was responsible for managing the overall programme of trials for Trident boats from build, is aware of his responsibility – but does not see it as a burden.

"Having started off my submarine career in diesel boats, then nuclear-powered submarines, then one with nuclear missiles, you quickly realise these things are not treated in the same way as any of the others," he said.

"If anything went wrong the Prime Minister would get to hear about it jolly quickly, and one is conscious of that."

"One doesn't think too deeply about the nuclear missiles issue; you realise that if you have to use them then deterrent has failed."

"But without a doubt I realise the responsibility, and I feel enormously privileged to be given command of a submarine which every single person you speak to outside the Navy thinks must be the most important command in the Navy."

The fact that "mere commanders" drive the Trident boats often comes as a surprise to people, said Cdr Lombard – but the early shouldering of responsibility is a

feature of the Submarine Service.

Back aft, for example, a machine space may be monitored by a teenager – albeit a highly-trained teenager – who knows exactly what to do in an emergency and can solve most problems before needing to call on his more senior colleagues.

In addition to regular DASOs (Demonstration and Shakedown Operations – the ballistic missile submarine's seal of approval) Trident boats are subject to a barrage of planned and unannounced nuclear weapons inspections.

The first inkling a submarine commanding officer has of an unplanned inspection is when the team walks on to the jetty.

This again indicates the expectation of the highest standards in Trident men such as Lt Cdr James McInnes, Weapon Engineering Officer for Victorious (Starboard). "You do not dwell on the responsibility – that would be counterproductive," he said.

"I have never test-fired a live Trident, though that in itself doesn't mean that much to me."

"There are trials and system tests which we conduct where we use the tactical trigger that would actually launch the missiles."

"The job on these submarines is very different to a Fleet submarine because of the added responsibility of nuclear weapons."

"There is a political dimension as well as the technical one – the fact that this country has an independent nuclear deterrent is what gives us our place at the top table with the big boys."

## SUPERB STARS IN TV DOCUMENTARY

**FLEET** submarine HMS Superb is making up for lost time after almost four years in refit.

Her 45 months of enforced operational inactivity brought her to the attention of Plymouth-based TV company Two Four Productions.

The company, which has already had high-profile dealings with the Royal Navy, was given clearance to make six half-hour documentaries following the S-boat out of refit and into active service.

The film crew – dubbed the luvvies by Commanding Officer Cdr John Humphries and his crew – was aboard for the submarine's first dive in more than three years, and cameraman Mike Ford and sound recordist John Moore captured dramatic footage during lifelike training exercises out in the Atlantic.

One of the highlights of shooting was a crash surface. In a small inflatable boat, on a choppy sea, the film crew and members of Superb's crew used the periscope as a point of reference to close in, while Cdr Humphries was left to judge when the cameras were in just the right position.

Having made his decision, Superb surfaced to the sound of "Golly, look at that," and other nautical expressions of amazement, according to producer-director Gary Johnston.

Filming continues until the spring, and Meridian and Westcountry plan to air the series next autumn. Meanwhile Superb

is continuing a programme of trials, training and exercises, interspersed with visits to Holland and Norway.

Cdr Humphries has been impressed by the boat's performance since refit, saying she came out of Rosyth "running like a sewing machine."

"We are the fastest boat of our type, and currently the quietest."

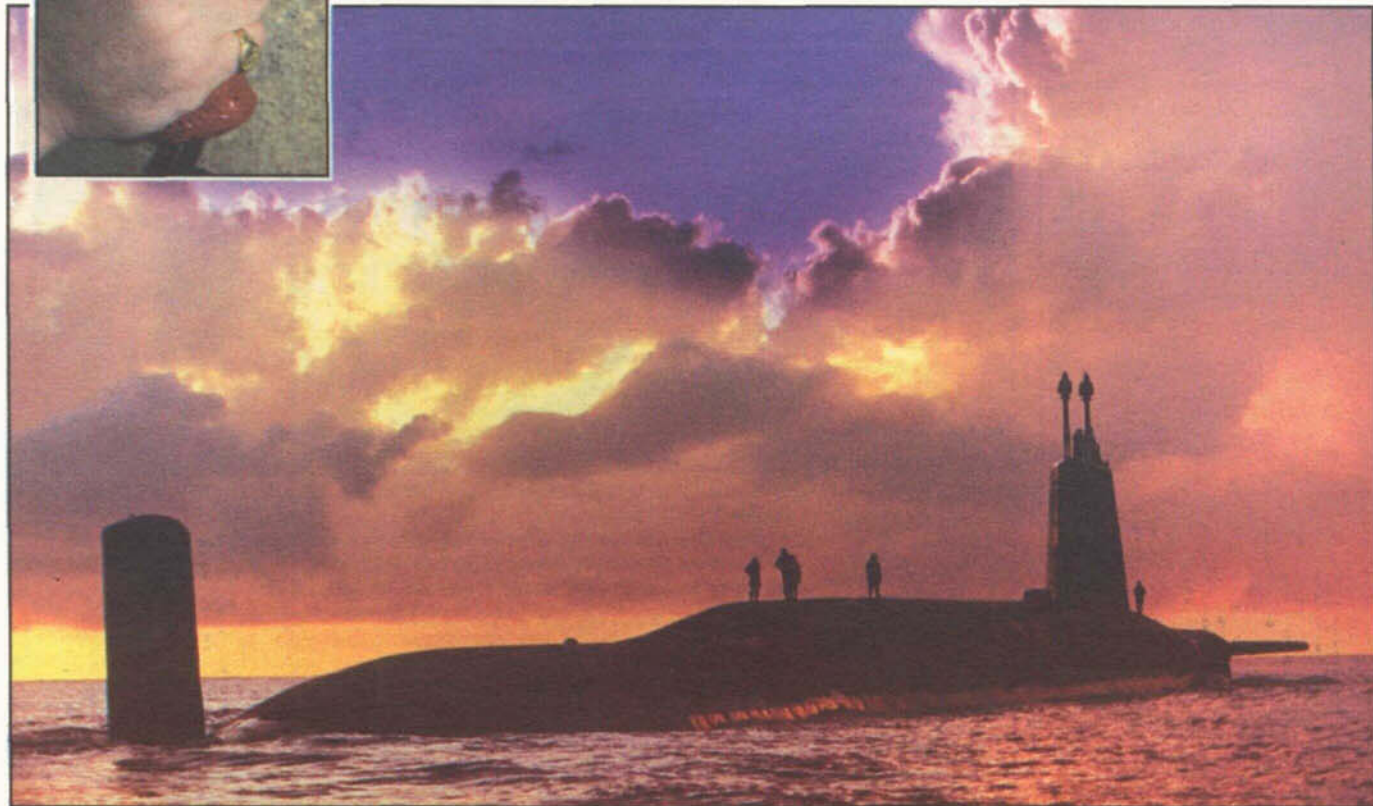
"The standard of the finish is a testament to Rosyth, and has brought us up to the 21st century. This is a wonderful machine, and something to be proud of."

"In blue-water anti-submarine warfare terms this platform is currently more capable than a first-generation T-boat; Trafalgar and Turbulent would have a slight edge on us, but it's fractional."

"But blue-water ASW is not the trend – we are talking about things like task group support, and this unit is as capable as the rest."



● HMS Superb.



● Western sky – HMS Victorious pictured in American waters during DASO – a demonstration and shakedown operation.



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**CARING, BUBBLY**, attractive female 37 seeks penpal. GSOH essential. **BOX OCT 16**

**MALE 28** wants penfriends. Enjoys pubs and a laugh. Genuine. **BOX OCT 17**

**LOVELY, ATTRACTIVE**, professional lady - seeks mature officer penfriend, possible friendship. **BOX OCT 18**

**SUE 39**, divorced, happy, tall, slim, would love a penfriend. **BOX OCT 19**

**WEST COUNTRY** (34), postgraduate medical trainee new to region seeks genuine friends. **BOX OCT 20**

**JENNIE 29**, seeks Christmas company, service personnel preferred, genuine replies. **BOX OCT 21**

**SWEDISH AMERICAN** military nurse, seeks Royal Marines/sailors for correspondence. **BOX OCT 22**

**DEBBIE, GSOH**, career girlseeks High flying serviceman for correspondence/possible romance. photo appreciated. **BOX OCT 23**  
**SINGLE MAM, 28** year old lost at sea, need penpals. **BOX OCT 24**

## PERSONAL

**PENPAL MAG** for adults, choose yourself a new penfriend from over 500 photos. **APPROVAL** copy from **MATCHMAKER**, (A10) Chorley PR7 4BS, or ring 01257 480155 (24hours).

**HI I'M MICHELE**. I'm 5'11", big but beautiful, 33 and I play the Trombone, Piano, Tenor Sax. I'm separated - divorce pending, no children and like clubs, pubs and the cinema. **BOX OCT 9656**

**HEY MOZZIE** or Tim. Did you lose your keys at Exmouth Road?? Call Chris or Fi...01880 820917. **BOX OCT 9657**

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Sauna - Aroma massage - Jacuzzi.  
NEW PRIVATE MEMBERS BAR OPEN.  
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## NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subject to copy approval.

**Navy News** reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

## WANTED & FOR SALE

**OFFICERS UNIFORM.** Moss Bros. Excellent quality/condition. Smallish/room for alterations. Tel: 01334 838419

## WANTED

Set of Seamanship Manuals 1-4 around the 1950's  
Please 'phone:  
**01646 641428**  
Reasonable prices paid

## IN MEMORIAM

## HMS ILLUSTRIOUS

In memory of twenty nine of our shipmates who lost their lives when the pinnacle of HMS Illustrious sank in Portland Harbour on the night of 17th October 1948.  
HMS Illustrious Association

# FEARLESS SHINES AT SCARBOROUGH



● HMS Fearless gets lit up off her affiliated town.



● Paul Ingle, Junior World Amateur Featherweight Boxing Champion, makes a fist of his visit to Fearless off Scarborough, along with the ship's boxing team - to whom he gave a training session - and the Commanding Officer, Capt James Fanshawe.

## 1,500 ferried to their star ship

**ASSAULT** ship HMS Fearless became the star of Scarborough when more than 1,500 people visited the ship during the four days she was anchored off her affiliated town.

Most of those ferried back and forth by ship's landing craft were holidaymakers. Others included the town's Mayor and Mayoress, Cllr and Mrs Fred Standing, members of the Royal Naval Association, Sea Cadets, firemen, careers advisers, members of the Royal British Legion and potential officer candidates.

And Sir Jimmy Savile, who lives locally, went down to the jetty to meet the landing craft crews.

On passage from Plymouth to Scarborough, the ship was joined by 70 invited guests from the holiday resort - council representatives, children and teachers from two local schools and members of two Sea Cadet units. Among their activities on board, the guests took part in work-shadowing routines and a damage control 'Olympiad'.

As well as acting as the 'busmen' for the visit to the town, the landing craft crews turned their hands to a rescue - when a coxed-four rowing boat capsized offshore in a 40-knot wind and a choppy sea. The five

occupants were hauled out of the water by two landing craft and, suffering from cold and exhaustion, taken to a waiting ambulance.

In another - this time, planned - act of support for the community, Fearless's Sea King helicopter was detached to take part in a fete at Bridlington on behalf of King George's Fund for Sailors.

■ Fearless's helping hands - page 16.

## Find the Joker

FIND THE JOKER in **Navy News** for three editions - and you have a chance to win £1,000. All you have to do this month, in the second of the three editions, is spot the joker in one of the following three statements by Jack on naval matters.

Two are true. One is wildly inaccurate.

Just mark the box next to the untrue statement.

**COMPETITION WINNERS JUNE-AUGUST - page 26**

Which of these three statements is **NOT** true:

- ☐ No case of mutiny has been recorded on board a United States warship.
- ☐ In reality, Sir Francis Drake could not have 'singd the King of Spain's beard' in April 1587, as the king had shaved it off the previous month.
- ☐ Displacement weight of a ship is the weight of water a ship displaces when afloat.

If you can fill in this coupon as well as the one which appeared last month, and the coupon in the next issue, you have a chance of winning £1,000 (call 01705 826040 for back numbers). The name of the winner will be selected at random from those who have given correct answers in the three editions. When you have completed all three original entry forms, send them in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at **Navy News** no later than **December 15, 1998**. Entries with all three correct answers will be entered in a prize draw conducted at **Navy News** offices. Winners will be announced in the January edition of **Navy News**. The first name drawn will receive £1,000. The judges' decision will be final. No correspondence will be entered into. **Navy News** employees and their relatives may not enter.

NAME.....

ADDRESS.....

TELEPHONE.....





## Goodbye to old Navy favourites

TWO ROYAL Navy establishments will no longer be flying the White Ensign by the end of the month.

HMS Dolphin, the traditional home of the Submarine Service, will decommission and revert to its traditional title of Fort Blockhouse shortly after *Navy News* goes to press.

At that point the site transfers to the Director Medical Training Organisation, although a number of Navy functions, including Submarine School training and the Submarine Escape Training Tower will remain for the immediate future.

Trafalgar Day marks the end of an era at the Royal Naval College, Greenwich, as the White Ensign will be lowered for the final time.

Five days before that the final chapel event features a performance of Handel's *Messiah*.

A third establishment, HMS Osprey, is also looking towards decommissioning.

The Portland naval air station, which closes down next March, is holding a final open day on October 17 (see p21).

Full reports on these events will be carried in *Navy News*.

# New beginning for Royal Tournament



ITALIAN and Royal Navy ships played musical tributes to each other during a day of exercises in the Caribbean.

ITS Vittorio Veneto played *Land of Hope and Glory* over loudspeakers during a high-speed

## Music while you work

pass, and during a jack-stay transfer of crew members (above) the British frigate returned the compliment with a selection of opera.

There was time for a

cooking competition and tours of each others ships before they went their separate ways, with the Italian heading for South America and Sheffield to St Lucia.

A SPECIAL Millennium event by the Armed Forces will herald a new look for the Royal Tournament in the next century.

Defence Secretary George Robertson announced that the event in the year 2000 will provide pointers to the way a new, forward-looking version of the Tournament, which originated in an Army skill-at-arms event in 1880.

The Royal Navy first participated in 1897. "The Royal Tournament has served us well for a great many years, but as we approach the Millennium it is timely for us to take a fresh look at this traditional event," said Mr Robertson.

"This is a new beginning, not an end, of the Tournament, and my aim is to make it more relevant and modern, whilst retaining an element of pageantry."

"I therefore look forward to the Armed Forces demonstrating a new and dynamic event for the next century."

No details have yet been announced on the new format, but the MOD is considering a military tattoo and Son et Lumiere event, probably in London - which may herald a move from Earls Court to a location such as Horse Guards Parade.

Modern sound and lighting techniques would use historic buildings as a backdrop; one theme being explored is that of a time-tunnel.

Traditional Tournament elements such as Service bands and displays involving all three Services and their equipment will probably be retained.

But there has been no word on the future of the Royal Navy's Field Gun Competition, a fixture at the show since 1907 and the Tournament's most popular event.

This year's Tournament, led by the RAF, was the 108th, and attracted a crowd of just over 200,000. One regular visitor is the Queen, who has attended every Tournament except one since the age of four.

The two-week show, which involves more than 2,000 Service personnel, is expected to appear in its traditional form for the final time next year.

## Navy joins the carnival

ROYAL Navy carriers have been deployed widely in the last few years - now one has recently navigated the streets of Notting Hill.

The model carrier, complete with Harriers and a Sea King, was mounted on a float for an appearance at the Notting Hill Carnival.

The Navy is keen to demonstrate its status as an equal opportunities employer, and a presence at the largest street carnival in Europe presented an ideal opportunity to raise the Navy's profile.

## Cadet prizes

THE MARINE Society has committed its support to the training of cadets with the announcement of its annual awards scheme.

The oldest public maritime charity in the world will award £350 prizes to the top deck and top engineering cadets at the Nautical Colleges in Warsash, South Tyneside, Glasgow and Fleetwood.

## Band concerts

THE BAND of HM Royal Marines Portsmouth continue their series of concerts in the Portsmouth RC Cathedral, adjacent to HMS Nelson, with dates on October 29, November 19 and December 10. Tickets, price £5, are available from Mrs B. Southerland on 01705 726182.

## Charity auction

A GRAND auction in support of Macmillan cancer relief nurses is to be held in the Blue Lamp coffee bar at HMS Nelson on October 14, starting at 11.30am.

For more details, contact HMS Nelson ext 24399 or 24239.

## Statue to be unveiled

A STATUE commemorating Battle of the Atlantic hero Johnnie Walker is to be officially unveiled by the Duke of Edinburgh this month.

The life-sized statue, showing Walker in his customary sea-going waistcoat, is positioned so that he is looking out towards the mouth

of the Mersey, from where his escort ships set out to harry U-boats.

The Capt Johnnie Walker RN Memorial Appeal has raised more than £50,000 towards the statue, created by Tom Murphy, with enthusiastic support from the Captain Walker Old Boys.

## Survey base boosted

AN UPRATED British Antarctic Survey (BAS) base is to be established on South Georgia from 2000.

Armed Forces Minister Doug Henderson announced that an enhanced permanent team, using new purpose-built facilities, will carry out important research, including fishery development.

Once the BAS team is established the small military detachment currently on the island will be withdrawn and deployed elsewhere.

## Flight deck is warm enough to fry eggs



Naval shelling - Cdr Steve Cleary, the Commanding Officer of HMS York, fries an egg on the deck of the Type 42 destroyer in the Northern Arabian Gulf.

## HMS YORK PROVES TOO HOT TO HANDLE

AS TEMPERATURES climbed to almost unbearable levels in the Gulf, the Commanding Officer of Armilla patrol ship HMS York demonstrated the power of the sun with a little al fresco cooking.

Cdr Steve Cleary and the ship's chefs fried eggs for sandwiches on the warship's flight deck as the temperature in the direct sun passed 60C, or 140F, in Kuwait.

That just tops the flight-deck reading from Type 23 frigate HMS Grafton, which reported an uncomfortable 56C in August's *Navy News*.

The Portsmouth-based destroyer, due to begin her homeward journey shortly after *Navy News* went to print, had to resort to traditional methods of keeping temperatures down within the ship.

An awning was erected on the fo'c'sle and the decks

were continually wetted with fire hoses to help the ship's own air-conditioning system.

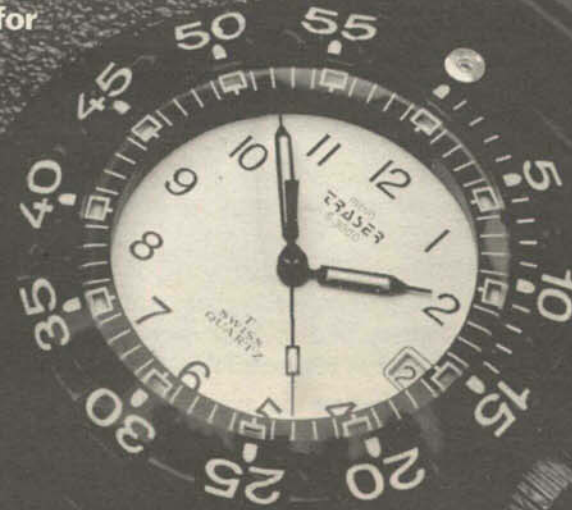
The deployment has been an eventful one. Having left her home port of Portsmouth in March, HMS York was sent to Indonesia to stand by during a period of civil unrest, and that was followed by visits to a number of Far East ports, as well as Gulf patrol duties in support of the UN sanctions against Iraq.

With temperatures in the sun reaching 60C on the flight deck of HMS York it is likely that the air temperature in the shade on board the ship would have been around 53 or 54C, according to the Met Office.

The highest temperature recorded in the shade anywhere is 58C in Libya, while the equivalent summer high in the United Kingdom is 37C - which is one degree cooler than the average daily maximum in the Gulf during the summer.

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# Helping Hands



● **MODEL PERFORMANCE:**  
PMA(Q) Emma Poytress

## Medics take to the catwalk

MEDICAL students at Keogh Barracks took to the catwalk in a charity fashion show at Aldershot.

More than 300 people turned out to watch the show, put on by students at the Tri-Service Defence Medical Training Centre.

All of the models were trainee MAs and by the end of the evening £1,300 had been raised for the children's 'Make A Wish' foundation.

Clothes donated by Dorothy Perkins of Camberley and hair and make-up by a local salon helped to add a professional touch.

## Generous Spartan

SUBMARINERS in HMS Spartan donated £1,000 to a nursery which looks after children with special needs.

The money, raised during a six-month deployment, will pay for special equipment at the Apple Tree Nursery in Rothesay.

The nursery caters for a wide range of children, some suffering from cerebral palsy and some who are mentally or physically disadvantaged.

## WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarer, both serving and retired, and their widows.

Today the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availability of accommodation, please contact the General Secretary.



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## Raleigh drivers pay for guide dog

A CHARITY drive by staff and apprentices at HMS Raleigh raised £1,200 for Guide Dogs for the Blind.

The team from 982 Entry, Fisguard Squadron, entered two sponsored cars in the annual Round Table Pedal Car Rally in Torbay, Devon.

They had high hopes for their custom-built 'Fisguard Flyer Mk II' which was built by Morrish Engineering Ltd of Tiverton

and funded directly by Director Naval Recruiting.

But pre-race trials showed that the team's newly-revamped 'Barnes Buggy' would also be a strong contender.

After some teething problems at the start of the race, the Fisguard Flyer progressed through the ranks to finish fourth and took the Constructor's Trophy for Best Pedal Car.

The Barnes Buggy finished a commendable 11th, with apprentices also being loaned to the first and second placed teams to replace injured drivers.

Team manager for the event was WO Nick Carter, who also secured sponsorship from The Wheelers Hotel, The Duke of Cornwall at St Austell, Lloyds Bank and Devonport Engineering Consortium Ltd.

## Mod father hits charity cash target

PARKA-CLAD padre Mike Brotherton has raised over £8,500 for a disabled colleague with a scooter tour around Britain.

The 4th Frigate Squadron Chaplain set out to raise £10,000 to buy a custom-built electric wheelchair for Lt Cdr Phil Tribe, who was paralysed in a jeep crash in Dubai.

He collected over £4,000 in cash during the 16-day ride which took his team from Portsmouth to Richmond, Lancaster, Skipton, Hull, Bridlington, Lincoln, Peterborough, Cambridge, Norwich and London.

Other donations brought the total up to £8,500 and a final grant from the RNBT should allow the Chaplain to order the wheelchair, which will make a huge difference to Lt Cdr Tribe and his family.

For much of the ride, Mike was lashed by wind and rain, but the terrific welcome he received at

each planned stop kept him going, with supporters including the Mayors of many cities en route, scooter clubs, Sea Cadets, Royal Navy Associations.

And when Mike arrived in London on a customised bike known as *The Messiah*, he was joined by two famous scooters from the film *Quadraphenia* for the final stretch over Tower Bridge, before a reception hosted on HMS Belfast with the Deputy Lord Mayor of Westminster and Captain F4, Capt Jamie Miller.

After the ride, Mike said: "The response from everybody en route was absolutely fantastic, I just can't believe it."

"I would like to thank everyone who has supported us, the Fourth Frigate Squadron, the Lord Mayors, the RNAs, Sea Cadet units and the local scooterists and clubs throughout the country."

"Without their help we could not have travelled the road to help a fellow shipmate."



● **REV UP AND READY TO GO:** Fourth Frigate Squadron Chaplain Mike Brotherton at the start of the tour with the Lord Mayor of Portsmouth, Cllr Pam Webb, and Capt F4 Jamie Miller.

## FEARLESS FUNDRAISERS IN ACTION

A ROYAL Marine from HMS Fearless led a team of walkers on a 194-mile yomp from the West to East coast of England.

Cpl Whinfrey of 4 Assault Squadron and his team raised over £1,000 for the Little Bridge Hospice for terminally ill children by completing the walk from Cumbria to Scarborough in just six days.

Meanwhile, CPO Banjo West and his team of 'space hoppers' raised over £600 for Friars Inn Kids Club, a Scarborough care group for single-parent families and dropped in to present the money during the ship's recent visit.

The club's funds were boosted by another £564 after Fearless's WO John Parker was sponsored to play 63 holes of continuous golf at Southwick Park.



● **Children at Friars Inn Kids Club** gave a warm welcome to the visitors from HMS Fearless. Members of the ship's company have been busy fund-raising on their behalf, and visited the group at Scarborough during the ship's recent visit.



● **LREG David Howe**

## Brave patient helps hospital

A PLYMOUTH rating undergoing intensive treatment for cancer took part in a charity boat race to raise cash for fellow sufferers.

LREG David Howe (32) joined Provost colleagues on the oars for the race on the Tamar which generated £600 in sponsorship for Derriford Hospital's Oncology Department.

David, who lives in Plympton with wife Sharon and two-year-old daughter Katie, had major surgery in March, but the cancer spread, and he is now having intensive chemo and radiotherapy at the hospital.

Taking part in the race was his way of saying thank you to Sqn Cdr Alasdair Walker and all the doctors and nurses at Derriford who are helping him, especially those attached to FAL ward.

## In brief

### War games

THE WAR GAMES club at HMS Sultan has bought toys worth over £1,000 for the children's ward at Haslar Hospital.

They raised the cash with a 24-hour sponsored war game and visited the hospital to present the gifts to ward sister Lt Sara Griffiths.

### Cumbria gift

HMS CUMBERLAND donated almost £1,000 to charity while celebrating the freedom of Cumbria.

Members of the Senior Rates Mess presented £1,000 raised at a race night to the Huntley Respite Centre for Children with special needs.

Members of the ship's company also raised £755 for the Mayor of Carlisle's fund for local charities.

### Navy night

RATINGS in Northern Ireland staged a fund-raising night for the family of an able seaman killed in WWII.

LRO Pete Campbell and RO Jason Robinson ran a 'Navy Night' at the Royal British Legion in Killyleagh, County Down, in aid of the Morrison family, whose father was lost when HMS Broadwater was sunk in 1941.

The proceeds were presented to the Morrisons to pay their fares to England for a memorial service in Worthing, West Sussex.

### Pedal power

TWENTY members of Yeovilton's 846 Squadron cycled 47 miles to Studland Bay, raising £550 for the Children's Unit Appeal at Yeovilton Hospital.

After the event, many of the team visited the hospital, where the money was presented to Pat Baker by the Commanding Officer of 846 Squadron, Lt Cdr Charlie Brown.



## Shetland returns to the islands

HMS SHETLAND has just returned from a voyage of rediscovery to the islands she is named after.

After a busy spell patrolling the South West Approaches she set sail for Lerwick, the capital of the Shetland Islands.

The ship took the scenic route through the Kyle of Lochalsh and was welcomed by the Convenor of the Shetlands Council when she arrived.

A cocktail party held on board was hosted by FOSNNI, Rear Admiral Gregory, and the ship accepted several sporting challenges over the weekend.

They took on local football team, played in a golf tournament and kept up a Royal Navy tradition by losing yoal rowing races against both the mens and ladies teams.

# Culdrose squadron is top flight

**CULDROSE'S 849 Naval Air Squadron has won the Rolls Royce Trophy for engineering excellence in a year which saw two deployments to the Gulf after a tour of the Far East.**

The trophy is awarded annually to the squadron, ship's flight or other uniformed Fleet Air Arm unit achieving the best overall standards of engineering efficiency and effectiveness.

The citation for the award said that 849 demonstrated: "An extraordinary level of professionalism and dedication by the whole squadron. Each component displayed the highest levels of zeal and effectiveness throughout 1997."

849 Squadron is responsible for providing airborne early warning for the Navy and their Mk 2 Sea King helicopters are fitted with some of the Navy's most modern sensor equipment, giving extra protection against low flying enemy aircraft and sea skimming missiles.

During the year A flight deployed to the Gulf with HMS Invincible and B flight, which spent seven months on the Far Eastern Ocean Wave deployment in HMS Illustrious, re-embarked in January when the ship relieved Invincible in the Gulf.

Despite ageing aircraft and limited manpower, 849 squadron managed to complete the conversion of their aircraft to Mark 2 standard and prepared them all for the Mark 7 Mission Systems Upgrade as well as vital training of aircrew and maintainers.



● Rolls Royce Chairman Sir Ralph Robins with Lt Cdr Andrew Mason, Air Engineering Officer of 849 HQ Flight.

## Do you manage civilian staff?

ARE YOU a Naval officer or SNCO with management responsibilities for civilian staff?

Do you know what a statement of particulars is and which trade unions have negotiating rights with the MOD?

Do you know what a TLO is and what your responsibilities are when completing a PAR or where you would find equity shares?

Defence Management Training is offering a course in 'Managing Civilian Staff' which answers these, and many other questions.

The course can be booked using MOD form 691 and is being run in London, Glasgow and Bath. For more details, contact the DMT helpline on 0171 305 0195.

## Merchantmen remembered

THE 2,535 British merchant and fishing vessels lost in WWII are to be commemorated at the National Arboretum.

Four hectares have been set aside for a forest with one tree for every ship that was sunk during the war.

The project is being launched by Mrs Carrie Hailwood, the widow of Second Engineering Officer Christopher Hailwood who was killed on RFA Sir Galahad at Bluff Cove in the Falklands in 1982.

Mrs Hailwood is to unveil a plaque at the arboretum in Alrewas, Staffordshire, in memory of all who perished during the war.

● HMS Shetland sails under the new Skye Bridge on her way to the Shetland Islands, her first visit for two and a half years.



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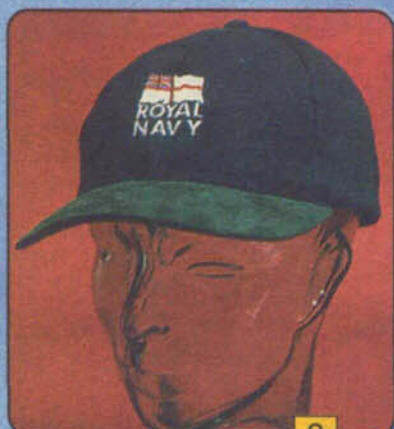
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1



1



2



3



3

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4



5



6



7



8



9



9



10



10

### 1 ROYAL NAVY STATUETTES

Navy News is pleased to offer a collection of military statuettes depicting the Royal Navy. The first two pieces featured are an Officer and Seaman of the Napoleonic era.

The figures each measuring approximately 8" in scale, are cast in "Cold Bronze" or "White-ware". Cutlasses and other finely detailed items are "spun" in pewter and meticulously added during the assembly phase. Each bronze finish casting, once assembled is meticulously hand 'buffed'. With each hand painted figure the colours are 'layered' onto the design to create depth of finish and subtleties of light and shade. All the collections are then sealed under a topcoat of fine 20% gloss lacquer to preserve clarity and colour-fastness.

Hand painted figures are sold complete with their own fully framed Story Scroll, (the Bronze designs include the Scrolls but unframed) and each figure includes a rosewood wooden presentation detachable stand.

**Bronze £68.00**

**Hand Painted £96.00**

+ £4.00 p+p UK. Please enquire for overseas prices.

### 2 NAVY BLUE BASEBALL CAP WITH GREEN SUEDE PEAK

100% cotton with green suede effect stiffened peak and back size adjuster. Finished with the embroidered Royal Navy motif on the front.

**£7.99** each UK

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### 3 ROYAL NAVY CROWN OR ANCHOR CLOCK PAPERWEIGHTS

These two solid brass paperweights have been hand polished and gold plated. The clock insert is a swiss quartz movement and is accurate to +/- 0.15 seconds per month. The battery has an estimated life of 27 months. Presentation Boxed.

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### 4 CUFF LINKS & BLAZER BUTTONS

Full set of 7 men's enamelled blazer buttons in translucent dark blue. Gold plated Royal Navy Crown and trim adds that personal touch.

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Also available, a set of matching Cuff Links.

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### 5 NAVY SWEATSHIRT

Navy blue with embroidered ensign motif.

Med/Lge/XLge

**£18.95** each UK

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### 6 1PT YORKSHIRE TANKARD

From our Crystal Glassware collection. Engraved with the Royal Navy Crown and supplied in a Presentation Box.

**£29.95** each UK

### 7 SIMON OF AMETHYST

A fine sculptured resin reproduction of this famous cat 4 1/2" tall. Hand painted, presentation boxed.

**£24.99** each UK

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### 8 HIP FLASK

Traditional stainless-steel 7oz spirit flask features a captive top (means you can't lose it). Because it's stainless it's very tough and will delight your descendants in years to come. Branded with the Royal Navy Crown

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### 9 ROYAL NAVY TIES

These highly fashionable ties look great and retain traditional links with the Royal Navy.

Available as 

RN Crown (Green or Red)	a	Anchor & Crown	b
Club	c	Leisure	d

**£12.25** each UK (Traditional)

**£13.25** each UK (Clip-on)

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### 10 LADIES SCARVES

Seahorse scarf 100% polyester, 90cm x 90cm

**£21.99** each UK

White Ensign scarf 100% polyester twill, 52"x 9"

**£12.99** each UK

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FIFTY-SIX years ago this month, the Japanese freighter *Lisbon Maru* was torpedoed and sunk by the American submarine *USS Grouper*. Unbeknown to the *Grouper*, the ship was transporting over 1,800 British prisoners of war. Most of them died in the sinking, and many later in Japanese prison camps. There is only one man alive who got away completely. He, and some of his comrades who did not, held a reunion at Portsmouth where they told **Anton Hanney** their story of suffering, survival and courage.

# THE ONE THAT GOT AWAY

**A**T THE AGE of 94 wartime sailor Jim Fallace is a remarkable survivor. It's not just that he still smokes 20 cigarettes a day, and has done so for the past 78 years; and it's not just that he came through the First World War as a Royal Marine.

It's not even that as a nonagenarian he bears none of the infirmities that advanced age often brings.

It is that Jim Fallace's survival story is unique: in 1942, when the prison ship in which the Japanese were transporting him was sunk, he swam four miles to shore, evaded enemy troops searching for him, and with two comrades who also escaped, hiked for three months across occupied China to reach Allied territory.

Of those three, he is the last, now, to survive – the one that got away. Jim's story, and that of his comrades who did not, was brought sharply into focus again when he and three of the few who lived through the sinking, and subsequent ordeal at the hands of the Japanese, met up at the Royal Sailors Home Club in Portsmouth.

This time, however, there was one more member of what must be one of the smallest reunion groups. He is Val Kvalheim, who in 1942 was a chief petty officer in the *USS Grouper*, the submarine that sank the prison ship, the *Lisbon Maru*.

What the Americans did not know was that the 6,000-ton freighter was crammed with Britons – mostly Servicemen – being shipped from Hong Kong, where they were captured, to a camp in Japan.

*'When we torpedoed her we celebrated, but a week later we picked up a news broadcast reporting that the ship had carried 1,800 prisoners'*

There were over 1,800 prisoners on board, packed like sardines into black holds, with little food, inadequate sanitary arrangements and no medical care for the sick who were accommodated on deck in all weathers.

"When we torpedoed her, we celebrated," said Val. "But about a week later we were on the surface and we picked up a radio news broadcast from Japan reporting that the ship had carried 1,800 prisoners and that none had survived. It really took the wind out of our sails."

Among the captives were PO Telegraphist Alf (Nobby) Hunt, L/Tel Dan O'Hanlon, and Reg Westwood of the Royal Engineers. The young men would get to know each other well in the years ahead, and it was they who made up the numbers to five (plus wives) at the Portsmouth reunion.

Jim at the time of the sinking was a warrant officer in the Royal Hong Kong Navy. He had joined up in 1939 after 12 years in China in the Tientsin police force.

The *Lisbon Maru* left Hong Kong on September 27, 1942, and after being torpedoed on October 1 she was taken in tow by accompanying vessels – while the hatches to the prison holds were battened down, leaving the occupants without ventilation, light, water or food.

As the ship began to sink, the prisoners began to tear back the tarpaulins covering the hatches – and as they did so the Japanese fired into the holds before turning to abandon ship. There were lifebelts for only half the men and Japanese patrol boats on the scene made little effort to rescue the Britons, about 1,000 of whom died

● **RIGHT:** The men of the *Lisbon Maru*, surrounded by reminders of captivity during a visit to the Royal Marines Museum in Portsmouth. They are (l-r) Jim Fallace, Alf Hunt, Dan O'Hanlon, (right) Reg Westwood. With them, in the baseball cap is *USS Grouper* crewman Val Kvalheim.

● **BELOW:** After reaching safety, the three escapees from the *Lisbon Maru* sit for a picture. For the camera, they are wearing the clothes they were given for their long march across China. Jim Fallace is sitting on the right. Next to him is A. F. Evans, and W. C. Johnston.



in the ship or in the sea.

"There was no panic when we abandoned ship," said Dan. "We got up a ladder in an orderly fashion and I jumped into the sea. There were bullets flying around because the Japs in a small patrol boat were firing at the survivors in the water. They even went astern with their boat to get them with the screws."

Large numbers did manage to swim the four miles to an island, including Jim and Alf. After nine hours in the water, Dan and Reg were among those who were at last picked up by the Japanese who by then had realised that some of the PoWs had got ashore – possibly to tell the story.

On the island, Jim was in a group which was taken by Chinese fishermen to their village where they were fed and clothed.

The officers in the 200-strong party decided that patrolling Japanese boats should be signalled to take the men off, as it would be impossible to sustain and hide such a large number – and if caught doing so, the Chinese would face terrible reprisals.

But Jim – who spoke Chinese – was determined not to be captured. He teamed up with two civilians who had been in the *Lisbon Maru* – A. F. Evans, a tobacco company executive, and W. C. Johnston, a Treasury official. Gambling that they would not be missed, they persuaded their Chinese hosts to help them escape.

Over the next few days their hiding place remained undiscovered, despite four searches by Japanese troops. Eventually the Chinese took them away, sailing from

island to island by junk until they reached the mainland – and the care of a Chinese guerrilla general.

"During our stay with the general he made each of us a suit of Chinese clothes," said Jim. "After four days he sent us on with an escort to another general, supplying all our expenses."

And that was how they travelled across China, walking from village to village, safe house to safe house, avoiding the occupying Japanese. The gruelling trek tested to the limit Jim's fitness as a one-time professional boxer and athlete. At length, at the

*'In the prison camp we would never mention the Lisbon Maru because we knew the Japanese had a habit of killing survivors who had anything to say'*

end of their tether, they reached territory controlled by the Allies, and from there the intrepid trio were flown to Calcutta.

"I joined the Royal Indian Navy," said Jim, "and for the rest of the war was employed ashore. I didn't go to sea again." He retired from the Service after the war as a lieutenant.

The fate of the men who were recaptured was grim. "Of the survivors of the sinking, 240 were dead within a month," said Reg. "When we reached Japan I was ill, and 30 of us went into a military hospital. Only six of us came out. A large number died in captivity, and it's difficult to say how many survive today, but it can't be many."

(They know of only one other survivor still alive – Jack Etienne, formerly a Royal Artilleryman, who now lives in Australia.)

"In the prison camp we would never mention the *Lisbon Maru* because we knew the Japanese had a habit of killing survivors who had anything to say," said Dan.

The privations and ill treatment were not the only dangers faced by the prisoners – their camp was virtually obliterated in the devastating bombing offensive on mainland Japan.

"One day," said Dan, "a coolie told me 70,000 people had been killed in a bombing raid on Hiroshima. I asked how many aircraft had been involved. He said only one – so I wrote him off as mad."

But the coolie was right, and his news heralded the end of captivity for the remaining men of the *Lisbon Maru*.

For Alf Hunt, homecoming was particularly poignant. At the time of his capture he had been the only survivor from two MTBs sunk while attacking Japanese landing craft. Wounded in the head, arm, leg and back, he was hauled out of the water by the Japanese who then tied him up with barbed wire – from which he still bears the scars.

Amazingly he recovered – only spared, he believes, because at that early stage in the war the Japanese had not captured many Naval personnel and wanted information.

In the meantime he was listed as missing presumed dead, and his death was confirmed to his parents a little later. For almost three years, until the end of the war, they believed their son had been killed.

**At the war's end, all the surviving Lisbon Maru men began to pick up the pieces. Dan O'Hanlon joined the South African Navy and rose to the rank of Commander. As a radar expert, he remained in uniform until the age of 65.**

Jim returned to Britain and married. He is now a widower. Two years ago he received a letter from a 70-year-old Chinese woman, who as girl of 14 remembers him being cared for by her family. The woman, May-Yung Wang Sun, now lives in America and keeps in touch with the Englishman who one day in 1942 arrived at her home, ragged and wearing grass shoes.

Reg Westwood settled in Canada and celebrated his 80th birthday during the four-day reunion.

Val Kvalheim, who had joined the US Navy in 1935, completed seven more patrols with the *Grouper*, and stayed in the Service until 1955. He then joined the CIA. He contacted the *Lisbon Maru* survivors after Dan O'Hanlon had written an article for the US magazine *Naval Proceedings*.

Alf Hunt (79) lives in Birmingham. He is amused by the fact that his name appears on the Naval war memorial in Plymouth.



## NEWSVIEW

### Intent on working together – an historic letter is signed in Bonn

**T**HE DEPARTING First Sea Lord's career neatly spans two major milestones in the Navy's technological development – the arrival of its first guided missile system, Sea Slug, and that of Tomahawk, which provides it with a practical deterrent that is particularly apposite to the type of maverick aggressor we are facing today.

Rapid acquisition of the latter testifies to the close rapport the Royal Navy enjoys with the United States Navy. It is worth remembering that this was not always so – the Anglophobic Admiral Ernest King in particular was ever suspicious of the RN and resisted the presence of a British Pacific Fleet in World War II.

But mutual regard has grown apace since then – and has lately been given highly visible expression in joint operations in the Gulf and exercises and training programmes conducted on and around the US mainland.

The Royal Marines have this year earned high praise from their US counterparts as they deployed their expertise as "opposing forces" in the gruelling environment of the Mojave Desert. Just lately, they have been working closely with several allies in the Congo – particularly the French.

The business of working together, with all the benefits thereby accrued from the exchange of ideas and the fostering of mutual understanding, is a notable feature of the post Cold War defence community.

The happy finale to Admiral Slater's career has been that it is also working well on our own patch. For long a supporter of "jointery" – "Rarely in my 13-plus years as an admiral have I seen such a clear shift towards doing things together" – his efforts in breaking down the traditional preference for fighting one's own particular Service corner without due regard for the common good will be seen as his best legacy to our Armed Forces of the future.

And to those of other nations with the same aim of keeping that future secure. One of his last acts as First Sea Lord was to sign an historic 'Letter of Intent' with his German opposite number, Vice Admiral Hans-Rudolph Boehmer – who is retiring at the same time.

This follows on from the one he penned with the French Navy a couple of years ago, which has just been enhanced by yet another, pledged to improve links between the British and French staff colleges.

These things are designed to formalise already strong links, and co-operation between the British and German submarine forces has been close and well-founded for some time, the latter's traditional expertise in this field making for an obviously worthwhile collaboration.

**N**owadays the Royal Navy deploys only nuclear submarines and the German Navy solely conventional types – but the operational experience of both is shared and expanded by regular combined training and information exchange.

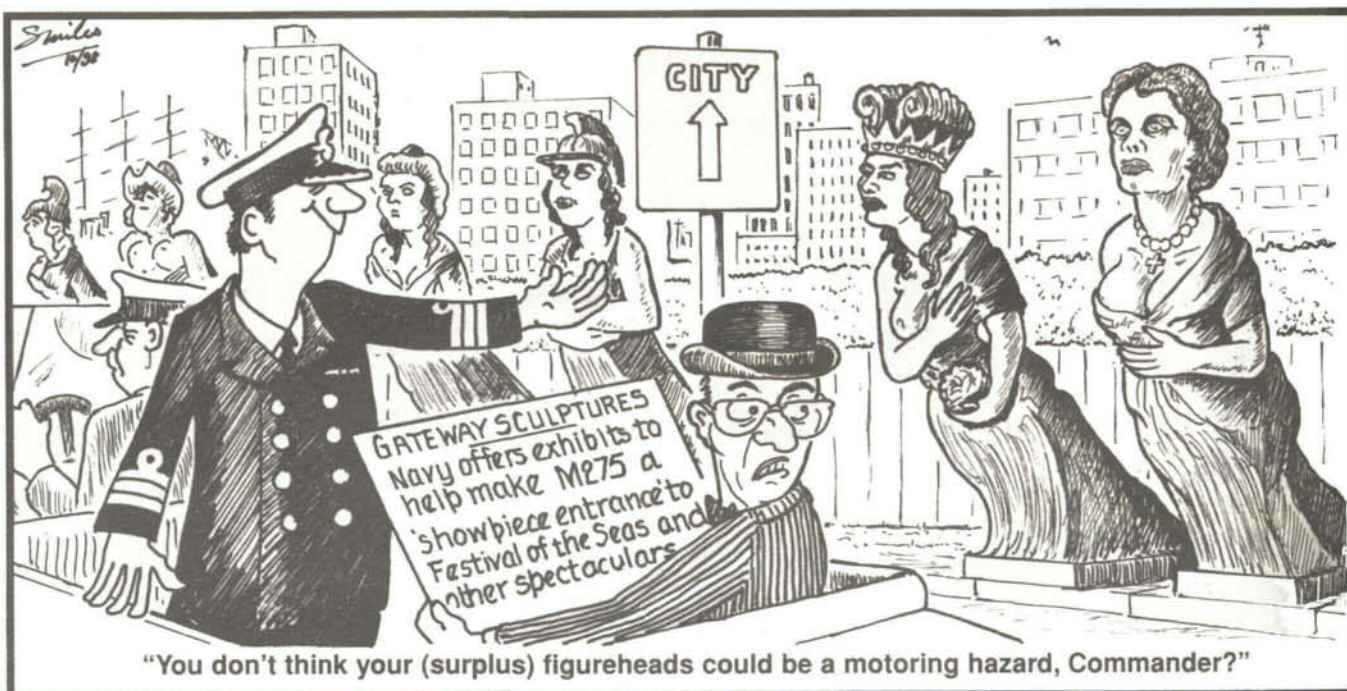
In effect, our submarine forces are complementary. Both navies are keen on developing co-operation in naval aviation, too. As a first step, operations from each other's auxiliary ships are already working well.

Initial moves in shared amphibious operations have also been made. Meanwhile, the regular participation of German Navy vessels in RN sea training has been "of continuing mutual benefit". Their ships, submarines and aircraft are valued participants in Joint Maritime Courses and the presence of permanent German liaison officers on Flag Officer Sea Training's staff adds continuity to the relationship.

When it comes to hard cash, both navies acknowledge the desirability of financially balanced co-operation.

And in people terms the current practice of exchanging personnel for short periods during bilateral exercises will continue to be enjoyed, while – "Every opportunity will be taken to effect such exchanges at all levels whilst at sea".

● Below: The German Navy's updated Type 206A submarine U26 at Portsmouth for the International Festival of the Sea.



## 'Handsome reward' for faith in festival

**T**HE 'HUGE SUCCESS' of the International Festival of the Sea at Portsmouth has led to the town being considered as the permanent home of the event.

During the four-day festival over August Bank Holiday, about 250,000 people passed through the dockyard gates, which has encouraged the event's managing director, Peter Workman, to open discussions with the Navy in building on that success in future years.

"We have it in the back of our minds to hold another event at Portsmouth in the year 2001," he told Navy News. "Talks are being held between the Navy and the main sponsors, GEC,

and we should come to some decision within weeks."

As things stand, Plymouth is due to be the Navy Days venue next year, while special events are likely to be held in both Portsmouth and Plymouth in the millennium year.

Portsmouth Navy Days are due again in 2001, and that is being seen as a suitable occasion for a possible repeat festival, which could turn into a regular event every three to four years.

In a message to the Navy, First Sea Lord Admiral Sir Jock Slater congratulated the RN, Royal Marines and civilians who made the festival such a "huge success", meeting all the Navy's objectives.

"I am delighted that the potential which we saw in such a venture has delivered a handsome reward," he said. "Blessed with fine weather throughout, we created a memorable festival which raised the profile of the Royal Navy immeasurably."

A moment of real life drama came when divers from HMS Ledbury saved the life of a man who fell into Portsmouth Harbour while visiting the Festival.

AB Paul Holland and AB Jimmy Bond, led by LS(D) Kev Amara, were demonstrating their skills in a display tank when they were alerted by shouts from the public.

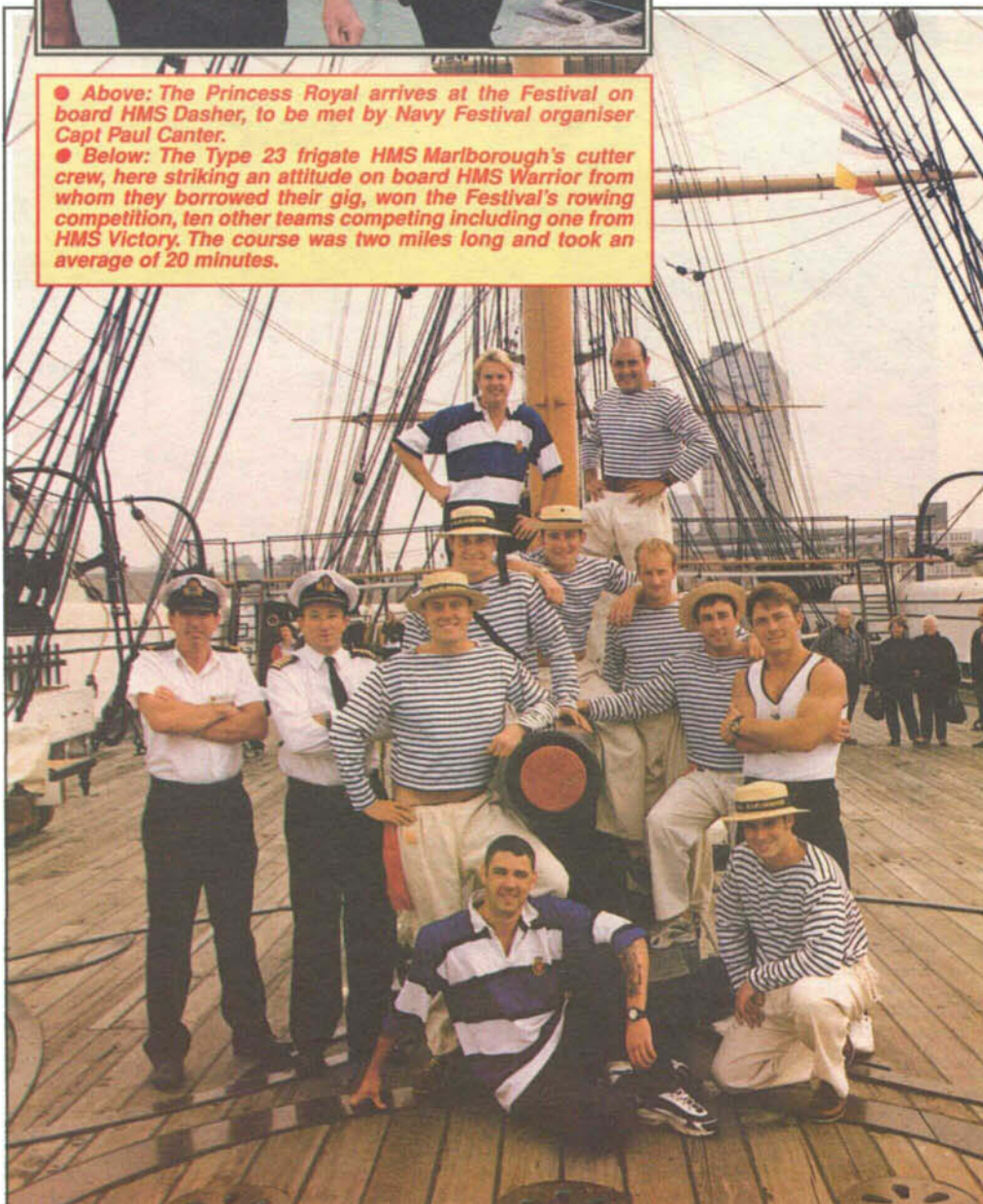
Mark Belfield (21) from Croydon had fallen into the water in the same spot where a man had drowned a month earlier.

HMS Ledbury is currently in the Mediterranean carrying out fleet trials and exercises with a NATO MCM force. She returns to Portsmouth later this year.

● A 20ft Naval figurehead has been offered to Portsmouth Council to greet motorists as they enter the city. The figure of the Duke of Marlborough, which once graced the bows of a 19th century ship, at present stands in Portsmouth Naval Base. It has been offered by the Navy as part of a Gateway project to improve the appearance of the motorway entrance to Portsmouth. The project, which has been promised a £1.5 million grant by Onyx Environmental Trust, includes a plan to erect sculptures along the route.



● Above: The Princess Royal arrives at the Festival on board HMS Dasher, to be met by Navy Festival organiser Capt Paul Canter.  
● Below: The Type 23 frigate HMS Marlborough's cutter crew, here striking an attitude on board HMS Warrior from whom they borrowed their gig, won the Festival's rowing competition, ten other teams competing including one from HMS Victory. The course was two miles long and took an average of 20 minutes.







● **RUNWAY REUNION:** Five historic Westland helicopters from HMS Osprey's past will be on display at the open day on October 17. They are (l to r) a 1960 Wessex HA53, a 1957 Whirlwind HAS 7, a 1955 Whirlwind HAR 3, a 1949 Dragonfly and a 1957 Saunders Roe P531.

## Triumph visits remote islands

HMS TRIUMPH paid short visits to two remote islands while deploying to the South Atlantic in August.

She became the first submarine to visit St Helena since 1992 and went on to deliver half a ton of mail to Ascension Island.

Bad weather meant that only a few of the crew could go ashore at St Helena, but those who did received a very warm welcome, and were thoughtful enough to bring back postcards of the island to show the others what they had missed.

On her return from the South Atlantic, HMS Triumph will be stopping at Florida for a chance to meet up with friends and family before heading back to Devonport, where she is expected back before Christmas.

# OSPREY'S OPEN DAY IS THE LAST

**T**HE ROYAL NAVY Air Station at Portland throws its doors open to the public for the last time on October 17, its final Open Day before closing completely in March next year.

HMS Osprey is still the home of the vast majority of Navy Lynx helicopters but by March 31, 1999, 815 and 702 Naval Air Squadrons and their back-up facilities will be operating from RNAS Yeovilton.

Portland is within five miles of the place where Lt Samson launched a Short biplane from the cruiser HMS Hibernia in 1912, a feat considered by many to mark the birth of naval aviation.

In WWI, the terrible U-Boat toll on shipping led the Admiralty to establish a chain of RN seaplane bases around the coast, and on September 16, 1916, a flight of four Short seaplanes was established close to the current site.

When the RAF formed in 1918, Portland transferred to the new service and became 241 Squadron, before disbandment saw the aviation presence vanish

for 20 years.

In September 1939, 772 Sqn was formed to operate Swordfish aircraft, but with the fall of France the air station and anti-submarine school became a prime target for the Luftwaffe, forcing the squadron to move to Campbeltown in 1940.

Aviation returned to Portland in 1946 when the anti-submarine school moved South again, and the first helicopters appeared in the form of the Sikorsky R-4Bs.

These were to pave the way for

the use of helicopters throughout the Fleet and a major building programme began at Portland.

RNAS Portland was officially opened in April 1959, and in August that year 815 Sqn reformed as 737 Sqn, taking over the role of anti-submarine operational flying school.

In August 1961, 771 Helicopter Trials Sqn was formed, then 829 Sqn arrived from Culdrose to take on the role of parent squadron for Wasp ship's flights in 1964.

Several changes have occurred since then but Portland has remained the home base for all frigate and destroyer flights.

The final open day on Saturday October 17 will be an opportunity for all to see Portland as it is today and meet the personnel who are currently running the busy station.

Gates open at 1000 and admission is free. Events include a flying display, every type of helicopter that has served at the station, fire fighting and parachute displays, field gun runs and the Band of the Royal Marines.

A fun fair and bouncy castle will be available for younger kids and a grand raffle will be drawn with a Ford Ka as the top prize.

Prince Andrew, who was senior pilot of 815 Sqn until recently, will also be present during the day.

## Ceremony held to mark independence of Belize

BRITAIN'S ties with Belize were remembered at a ceremony in London to mark the 200th anniversary of the country's liberation from Spanish rule.

British settlers, known as Baymen, joined the RN sloop HMS Merlin and 200 soldiers of the 93rd of Foot to defeat a Spanish force of 30 ships and 2,000 troops at the Battle of St George's Cay on September 10, 1798.

The colony went on to become British Honduras until it gained independence as

Belize, and September 10 is the country's national day.

In London, the anniversary was marked with ceremonies in Horseguards Parade hosted by the High Commissioner for Belize, Doctor Ursula Barrow, and Vice Admiral Alan West, with Defence Secretary George Robertson as guest of honour.

□ The Navy's new helicopter carrier HMS Ocean is heading for Belize this month to embark commandos who are completing six weeks of jungle training.



● **Royal Artillery, 1798 style:** the ceremonials at Horseguards Parade included a re-enactment of the action which liberated Belize

NAVY NEWS, OCTOBER 1998 21

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# New ships on the horizon, new technologies, new capabilities and new priorities – Royal Navy hydrographic surveyors are moving purposefully into the spotlight

**T**HE TASK force commander of the future will have a new expert on hand to help take guesswork out of the equation.

The X(HM) Warfare Branch, now up and running and causing considerable interest at Dartmouth, will be responsible for combining the varied skills of the hydrographic surveyors (H) and meteorologists/oceanographers (M) into a new environmental warfare officer.

And to put the new breed of "droggies" in the vanguard will be a state-of-the-art Hydrographic Surveying Squadron (HSS), leaner, more productive and more capable than before.

Ocean survey vessel HMS Scott points the way

ahead, gathering data in seven-mile-wide swathes from around and beneath her hull at speeds unimagined when her squadron sisters were built.

Those sisters, HM ships Bulldog, Beagle, Roebuck and Herald, are due to be replaced by three new lean-manned 3,500-tonne hulls early in the next century – a threefold increase in tonnage of the squadron with almost 50 per cent less manpower, and achieving an increased output of 180 days per year, which equates to a year's work by one of the current smaller vessels.

Through Flag Officer Surface Flotilla (FOSF), Captain (H), Capt Richard Cotton – FOSF's senior man in Devonport – is expected to fulfil a number of front-line military requirements, the most important of which is amphibious surveying, a task carried out operationally as soon as the threat of mines has been dealt with.

Following a tradition going back to Cook in the St Lawrence River prior to the storming of Quebec in 1759, including vital work carried out by RN surveyors

on the D-Day beaches, the modern droggie must create a detailed picture of environmental conditions which assault troops will encounter.

Central to this is the NATO initiative called Rapid Environmental Assessment (REA), which the HSS is making giant strides to embrace.

NATO actually seeks a turnaround time of 30 days; the Royal Navy wants the information in less than 24 hours – a more practical timescale in modern scenarios.

From the sub sea-bed to the upper atmosphere, from offshore to the hinterland, information is gathered and analysed and reports are prepared by X(HM) officers. Eventually data will be transferred automatically from an environmental sensor suite to the ship's or task group's command systems, providing accurate three-dimensional images of the area.

The survey team works from the 200 metre contour at sea up to ten miles inland, and must be flexible and "discreet" – not covert, though they can work at night. Equipment includes familiar surveying gear, as well as surf buoys and remote current meters. Other "autonomous" vehicles will feature in the future.

Meanwhile the mothership will be conducting surveys around the fleet – satellites cannot yet survey beneath the sea.

The X(HM) officer will be responsible for ensuring the information is accurate, collating it with that from other sources, and then forecasting an environmental picture including the state of the weather, sea, swell, surf, sonar performance and ocean front movements.

Most importantly, the X(HM) – an integral part of the warfare planning team – will advise commanders on the best use of the forecast conditions to deploy troops, weapons, sensors and platforms.

"With equipment likely to be more or less similar, whatever the countries involved, it will be the quality of the environmental data that will give the edge for warfare officers," said Capt Cotton.

These Combat Survey Operations form a vital element of an amphibious assault, and were first tested during Exercise Purple Star in 1996, and have been refined in subsequent exercises, including Strong Resolve '98.

The squadron also has an important mine counter-measures (MCM) role, with HSS ships acting as platforms for MCM commanders on operational duties and providing logistical and environmental support for deployed task groups.

This emphasis on their front-line tasks has been signalled in the now-grey hulls – they were white – and the more recent switch from A prefixes (for Auxiliary) to H for Hydrography.

When not carrying out the primary military tasks, squadron ships are involved in a continuing process of surveying coasts and seas around the world in their defence survey role – gathering hydrographic and oceanographic data for Admiralty Charts and other products for the Fleet.

The squadron also includes the smallest vessel in the Fleet, HM Survey Motor Launch Gleaner, which con-

● **Flag ships – HMS Bulldog's hydrographic surveying party works inshore during Exercise Destined Glory in Spain as the task group prepares for the landing.**



# 'Dro

ducts inshore surveys around Britain. By the end of the year, with her new multibeam sonar system, she will be the most sophisticated NATO survey vessel of her size.

Ice patrol ship HMS Endurance provides a British presence in the South Atlantic and Antarctic regions, with a programme which includes support of the garrisons in the Falklands and South Georgia and lending assistance to the British Antarctic Survey as well as hydrographic work.

Two non-Naval hulls complete the nine-ship squadron – Naval Parties 1008 (in Marine Explorer) and 1016 (in Proud Seahorse) carry out a civil hydrographic programme sponsored by the Department of the Environment, Transport and Regions.

● **On reflection – LS Martin Godfrey (in mirror) and Lt Niall Foulis of HMS Roebuck on Exercise Rapid Response.**

Latest estimates say that the new ships could be delivered by the year 2002 – they are at the beginning of a procurement process which is shortly to seek negotiations over a private finance initiative.



● **New colours – survey vessel HMS Herald pictured with grey hull and new H prefix.**



Report:  
Pictures: LA(PHOT)





● Big sister – HMS Scott, the pride of the Surveying Squadron, should soon be joined by equally-modern but smaller companions to take hydrographic surveying into the 21st century.

# ggies' map ut exciting future

Names being bandied around the HQ include much-loved reminders of past heroes – Endeavour, Enterprise, Shackleton and Cook among them.

The new ships will not be constrained by the weather, and will be able remain on station – mainly on the continental shelf – throughout the year.

The squadron gets on average two short-notice calls for assistance every year. Recent examples include:

- Completing a survey of the Barrow harbour channel when a civil company was halted by bad weather. In consequence, HMS Vanguard was able to undertake sea trials, which saved a month in the Trident boat's programme.

- A fly-away team was sent to Brunei to reconnoitre the assault beaches for Ocean Wave – their equipment can be freighted militarily or commercially – while HMS Herald landed a survey party in Diego Garcia to check berths and tidal flows for UK and US warships.

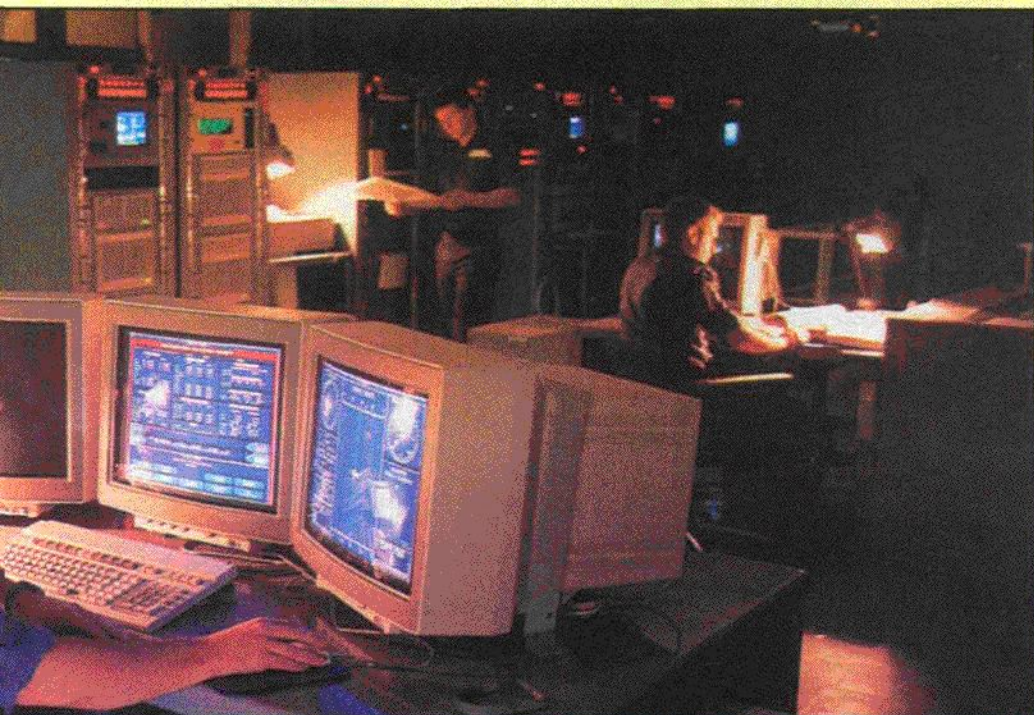
- HMS Roebuck was diverted to Cyprus to undertake surveys for the Commander British Forces.

With its waterfront HQ and stores in an historic

Devonport building, new roles, new colours, new numbers, and new ships in the offing, the HSS feels it has achieved its goal of being regarded as an integral part of the Navy's Surface Flotilla, said Capt Cotton.

"We are doing what we have always done, but doing it better and in a more focused fashion."

"The warfare community is waking up to the fact that reliable environmental data provided by the HSS now forms a vital and integral part of their present and future business."



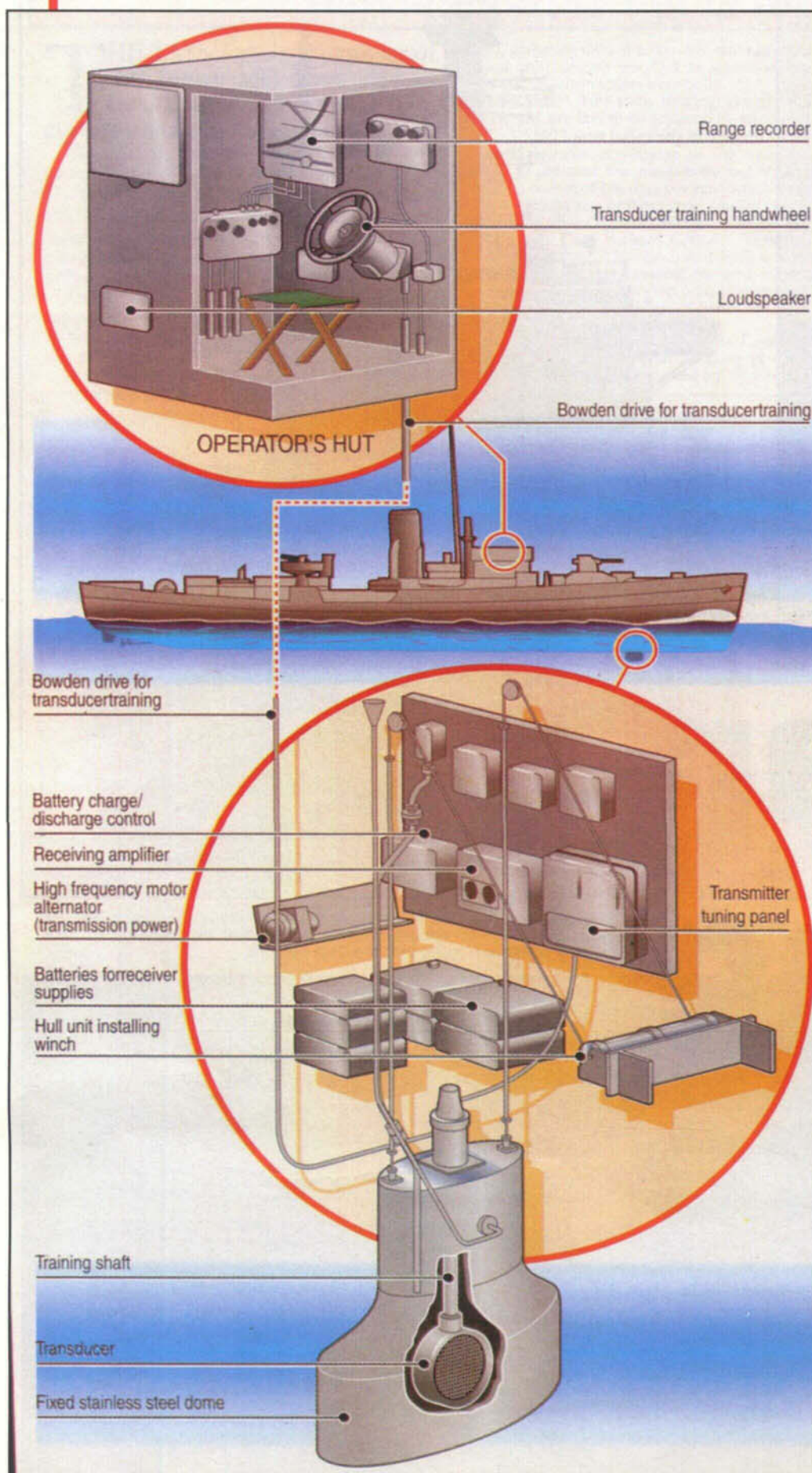
Mike Gray  
Andy White (Capt H)

● Hydrographic surveying, modern style – the mission space on board HMS Scott where computers quickly make sense of the vast amounts of data gathered.



● Grey ship silhouette – HMS Roebuck during Exercise Rapid Response.





## Asdic – the long learning curve

**A**SDIC, the underwater detection system now known as sonar, took its name from the initial letters of the Allied Submarine Detection Investigation Committee set up as an Anglo-French project 80 years ago. The invention was actually mainly French in conception.

The first destroyer asdic sets were issued in the Royal Navy in 1922, trials and exercises uncovering problems which remain problems to this day. Deep water contains unpredictable layers of differing temperature and salinity while pressure increases linearly with depth – and these factors distort or bend asdic transmissions.

It was discovered that while the water noise associated with a ship's speed was a significant factor, so too was the relatively unfamiliar phenomenon of cavitation. Thus more attention was paid to optimising flow around the hull and its appendages and to designing propellers for optimum performance within specific speed bands.

British developments in asdic between the wars were well publicised – with two unfortunate effects. Firstly, and against all practical evidence, there grew in the Royal Navy a general belief that the submarine no longer posed a practical threat.

Secondly, Dönitz, a seasoned ex-submariner, realised that the old World War I tactic of attacking on the surface at night would go far toward offsetting asdic's advantages.

By the early 1930s the remaining escorts built in World War I were judged to be no longer effective and new classes were introduced. Asdic was only just being made avail-

able for smaller ships which, defying historical lesson, were equipped more with an eye for anti-aircraft defence and minesweeping than for anti-submarine work. It was assumed that the low submerged speed of submarines would allow them to attack convoys only from within a well-defined sector forward of the beam, and the theory and tactics of escort cover were based on this faulty supposition.

As deployed in World War II, asdic could detect and track a submerged submarine at about 2,000 yards in good conditions. However, the escort had to slow down for the system to operate properly, and until the development of the contact-fuzed 'Hedgehog' mortar, the ship would lose contact just before making its depth charge attack.

The 'business end' of early asdics was cranked around by hand, enabling the operator to listen on a specific bearing or to search in azimuth. Improvements saw it motor-driven and connected to the ship's gyro repeater, to keep it on a constant bearing. Developing instrumentation techniques allowed range and bearing to be displayed remotely for the benefit of bridge personnel.

● The illustration is taken from *Jane's Naval History of World War II* (HarperCollins £29.99) by Bernard Ireland.

## CHRISTMAS CRACKERS

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## LAST PICTURES SHOW

THE DUKE of Edinburgh and Princess Diana on board HMY Britannia at Portsmouth for the D-Day anniversary ceremonies in June, 1994. This was the last picture taken of the Princess in the yacht, due to be open to the public at Leith on October 19.

From Brian Hooley's updated second edition of the album *The Royal Yacht Britannia – Inside the Queen's Floating Palace* (Haynes Publishing £14.99).





## At Your Leisure



# Blockade

The Royal Navy  
and Malta:

1798 to 1800

The origins of a  
two hundred year  
relationship

An exhibition  
at the Malta  
Maritime Museum  
Vittoriosa

2-31 October 1998  
Mondays - Saturdays  
0830-1600  
Sundays 0830-1530



The Maltese



The British



The French

## Malta and the British, a 200-year relationship

**T**HE DUKE of York will open a special naval exhibition in Malta this month to mark the 200th anniversary of British relations with the George Cross Island.

These began with the two year blockade which saw the expulsion of Napoleon's army – and allowed Malta to be acquired "almost by accident".

The Malta Maritime Museum in Vittoriosa provides the backdrop to the exhibition, running from October 2-31, which vividly presents the war then taking place in the Mediterranean.

Exhibits – many of them never displayed before – have been drawn from a wide variety of sources, including the Maltese Government, private individuals and the National Maritime Museum.

A recreation of part of a gun deck and other interactive hands-on exhibits will give visitors an insight into conditions on board ships of the blockading British squadron – and into the appalling privations suffered by the besieged troops and the civilian population, as witnessed by Capt Alexander Ball in a letter to Nelson from HMS Alexander, dated March 31, 1799:

"The miseries and wretched poverty of the Maltese have caused a malignant fever to break out, which has swept off a number of troops as well as inhabitants."

"All the Portuguese and Neapolitan officers are sick,

and some in a dangerous way. Out of eleven British artillerymen who were landed here, two are dead and three are dangerously ill."

On the same day it was noted in the Hall of the Congress in Malta:

"Whilst suffering the pain which our present extreme necessities impose upon us, we are nevertheless consoled by reflecting that they may be the eventual cause and the occasion, as we hope, of obtaining His Britannic Majesty for our Sovereign, under whose incorruptible and mild government all his subjects live happily..."

British High Commissioner Graham Archer told *Navy News* he hoped the exhibition would reinforce Britain's long standing connections with Malta, at a time when there were wide ranging plans for the development of Grand Harbour.

## Tribute to the Dogs of war

BUILT of plywood and powered by petrol engines, the Fairmile D Class Motor Gun Boats and Torpedo Boats played havoc with enemy shipping on more than 350 occasions.

Leonard Reynolds – who served in MGB 658 for three years and earned a DSC for action in the Mediterranean – gives an authoritative account of their operations in *Dog Boats at War* (Sutton £25) for which he has drawn on the reminiscences of several hundred veterans.

It was in home waters that the Dog Boats were particularly effective in attacking the heavily defended enemy convoys along the Dutch coast. They also made their mark in the Channel, operating out of Dover and Dartmouth.

Their contribution to minelaying and later to the defence of the Normandy landings assault area and its approaches in June 1944 was invaluable, as was their role in protecting coastal convoys from E-boat attacks.

As Admiral of the Fleet Lord Lewin notes in his foreword, manned almost entirely by peacetime volunteer reserves and wartime sailors, they were "virtually a private navy".

"Once in 'the boats' they stayed in, and would never, if they could help it, transfer to what they regarded as the Pusser Navy."

"Early responsibility, small close-knit crews, the chance to get to grips with the enemy, attracted the best men from the home country and an almost disproportionate number from the countries of the Old Commonwealth."

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## Sixties survivors reunited ...

"THE PAST isn't dead," wrote William Faulkner. "It isn't even past." So far as the movies are concerned, not a week goes by without a reminder of how precisely true that observation is.

Even when the fat lady has sung, you can be sure some enterprising

producer will persuade her back for a couple of encores. Proof that the 1960s are still loitering with intent is provided by the new version of *The Avengers*, which declines to update the original except so far as technical matters and special effects are concerned, and instead reproduces exactly the

### Screen Scene – by Bob Baker

atmosphere and tone, not only of the old TV series but of that whole cycle of spy spoofs and frivolous fantasies which were such a feature of the decade.

Hero and heroine again exchange stiff upper lip badinage, while another megalomaniac mastermind devises increasingly eccentric methods to achieve world domination.

Here Sean Connery – with Alice in Wonderland logic – seizes control of the weather (bergs in the Thames, double-deckers buried in the snowy wastes of Trafalgar Square). On hand to thwart this actually quite interesting scheme are Uma Thurman, all curves and catsuits; and Ralph Fiennes, looking somewhat ill at ease under the famous Steed bowler. Connery, marching briskly in and out of the movie, experiences, for a change, the losing end of a climactic mano a mano, while the comic Eddie

Izzard, trying his hand at villainy, leers and glowers extensively, but cleverly says not a word from start to finish.

Another reminder of the Sixties is on offer in *The Odd Couple II*, a 30-years-on re-encounter between Oscar the shambling slob (Walter Matthau) and Felix the hypochondriac neatness fetishist (Jack Lemmon).

The late Gilbert Harding used to tell a story, dating back at least to the Boer War, about a soldier coming to an arrangement with a street lady and going back to her flat. The first thing he sees as he walks through the front door is a dead horse.

"Well," says the hooker defensively, "nothing was said about tidying up."

There must have been some such traumatic incident in Felix's background, as he compulsively scans the carpet for stray crumbs. "You're driving me berserk!" agonises Matthau, whose New York/Jewish sensibilities are further tortured by the Spanish ambience of California, where the pair find themselves for the wedding of their respective kids.

Though deriving specifically from the Sixties, this actually seems to reach back further, to the classic radio shows of even earlier decades, almost arriving at the point where "old fashioned" goes full circle to become radical and fresh all over again.

### Our cobbler's 40!

Chronicling the News, an album of cuttings to mark the 40th anniversary of the Royal Australian Navy News – to whom we send fraternal greetings – is available from Topmill Pty Ltd, 102 Victoria Road, Marrickville, NSW 2204, Australia at \$14.95 plus \$3 pp. Tel (02) 9565 1266.

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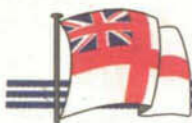
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## Calling Old Shipmates

**Z-Class Destroyers Association:** Shipmates from HM ships Zambesi, Zephyr, Zest, Zodiac, Zealous, Zenith and Zebra keen to join association and 1999 reunion should send SAE to Steve Baker, 19, Quantonk Way, Bridgwater, Somerset TA6 7JZ, tel 01278 451418.

**MTB 796:** Gordon 'Lofty' Maycock, of 442, Wright Rd, Modbury, South Australia 5092, would like to hear news of former shipmates on MTB 796, and also from Harry Seal (ex New Rochelle, Rhode Island, USA).

**HMS Lincoln 1971-73:** A painting has been commissioned by Andy Hayler, who wants to hear from as many ship's company as possible with a view to having their names added to the picture. Does anyone have a list of members of the ship's company 1971-73? Contact David Price at 16, Pump Lane, Gosport, Hants PO13 0HJ.

**HMS Burghed Bay 1954-55:** Peter Evans is hoping to trace anyone who served in HMS Burghed Bay from July 1954 to Dec 1955 during the cruise to the West Indies and the Falkland Islands via South America - contact Peter at 59, Doyle Ave, Fairwater, Cardiff CF5 3HT, tel 01222 258895.

**HMS Anson:** Did you serve on HMS Anson during or after World War II? To join the association, contact Ken Whitered at 3, Deniston Ave, Bexley, Kent DA5 3HL, tel 0181 300 6892.

**HMS Tenby Association (J34 and F65):** Any ex-ship's company is asked to phone Phil Rowe on 0161 747 7325 or write to 7, Harcourt Close, Urmston, Manchester M41 9NB.

**HMS Whitesand Bay 1952:** Gordon Chatburn is trying to find Peter Kirk, Jim Flemming and Ronnie Pinter. Contact Gordon at 49, Maralyn Ave, Waterloo, Hants PO7 7LL, tel 01705 262964.

**HMS Ganges, Collingwood Div, 391 Class 1961-62:** signalmen, seeking Sid Foster (Portsmouth area), Tom Thompson (London) and Sandy Sandiland. Contact Dave Brighton on 01420 563944, or write to Datchets, 180, Medstead Rd, Beech, Hants GU34 4UA.

**HMS Glasgow 1948-50:** Will all members of the football team please get in touch to put faces to a photo of that time. Contact Allan Mercer, 89, Royal Ave, Widnes WA8 8HJ.

**HMS Rothesay 1980-82:** Anyone from 3P mess deck is asked to contact Mr A. Long on 01142 571003 or e-mail at D2267603@infotrade.co.uk

**HMS Penelope:** Mike Bee, secretary of the HMS Penelope Association is looking for new members, especially those who served in frigate F127. Write to 1, Oddfellows St, Mirfield, West Yorks WF14 9AB.

**HMS Petard:** Steve Bentley wants to trace shipmates - from elect. mess, Sept 1960. Also wants to hear from crew members 1942-44 commission. Write to 343, East 15th St, North Vancouver BC, Canada V7L 2R6.

**FAA Aircraft Artificers, Jan and May 1949:** entries joint reunion planned. Still seeking Gordon Dale, James Gibson, Harold Jemmett, Gwynn Randall, William Forrest, R. Evans and T.J. Smith. Please contact Al Hyde on 01279 415876.

**HMS Whitesand Bay 1952:** Den Marshall is seeking Tom King, Jeff Stead and Doug Worboys. Contact Den at 73, Longworth Ave, Tilehurst, Reading RG31 5JU, tel 0118 941 3978.

**HMS Ulster (D83) 1950-52:** Communications staff: Terry 'Ginger' Cooper, seeks Jeff Francis, George Robinson, Reg Hunt, John 'Ivy' Benson, Billy 'Furness' Phillips and Sig Hartshorne. Contact Ginger at 28, Hopgrove Lane South, Malton Rd, York YO32 9TG, tel 01904 425883. Also seeking Michael Goacher, ex-Boy Tel HMS Ganges 1949 and HMS Ulster 1950-52; commander at Portland 1966, believed living in Kent.

**HMS Cassandra Association 1944-66:** seeks new members who served in the destroyer D10 between 1959 and 1966, reunion planned next year. Contact Bob Shead, 9, St Albans Drive, Sheffield S10 4DL, tel 0114 230 7007.

**HMS Flicker:** Gordon Jeffrey was the sole signalman on board the sloop in the Persian Gulf from August 7, 1944 until April 7, 1945 - are any of his old shipmates out there? Contact Gordon at 2/59 Ivory St, Rangiora, Canterbury, New Zealand.

**HMNZS Bellona:** John Belmont (ex CMA RNZN) is hoping to contact Edward (Bunts)

Summerfield who served with him in 1957. John is in the UK until 28 October and can be contacted at 21 Alder Street, Kilmarnock, Ayrshire. Tel: 0811 645 23700

**HMS Tenby Association:** are searching for ex-ship's company of Whitby class anti-submarine frigate F65, also WW2 Bangor class fleet minesweeper of the 9th Flotilla, J34. Contact Jeff Mays on 01452 614459 or e-mail jeffrey.mays@virgin.net

**RN Hospital Stonehouse:** Nicky would love to hear from members of 'R' class, May 1970, or see you at the reunion on 2/3 Oct. Nicky Harvey, 47 Coleridge Vale Road North, Clevedon, Somerset. BS21 6PR. tel 01275 877790.

**HMS Apollo:** Stan Welch, ex telegraphist lives in New Zealand. Would like to get in touch with shipmates on HMS Apollo from 1944 to VE Day. Write to Stan at 43 Percival Road, Paraparaumu, New Zealand.

**Dickie 'Ginger' Valentine:** If you read this, Tom Lightburn, ex CPOMA, wants you to contact him at 94, Rappart Rd, Wallasey, Merseyside, L44 6QF or ring 0151 630 3269.

**HMS Devonshire 1968-69:** Peter Killum and Royston Mallory who served with Peter Norman, could you contact Jack Norman, Peter's wife, c/o 41 Mariner Street, Swansea, West Glamorgan as his birthday is coming up and she would like to surprise him.

**Charles Ransom:** PO Ransom, as he was then, is being sought by Mrs E Shaw, the wife of an old shipmate, Edwin Henry Shaw. You met probably on HMS Concord or HMS Suffolk in the late 20's or 30's. Mrs Shaw can be reached at 187 Eastfield Road, Eastney, Portsmouth, Hants.

**D-Boats Association** would like to hear from anyone from the following ships WWII Defender class: Duncan, Dainty, Daring, Decoy, Defender, Delight, Diamond, Diana and Duchess or Post WWII Daring Class: Daring, Dainty, Defender, Delight, Duchess, Diana, Diamond and Decoy. Contact Ted Horner, Chairman/Secretary, 50a Woodside, Gosport, Hants, PO13 0YT or 01329 220028.

**HMS Jufair 1971:** 'Brum' Leonard is searching for old shipmates Polly, Paddy, Pete, Jumper, Bob and others to meet up at the Nautical Club in Birmingham in the near future. Contact him on 0121 426 4712.

**Bob Charlton (ex CPO OPS)** is trying to contact Larry Trou (ex CPO OPS), last seen on HMS Swiftsure in 1976. If anyone can help, contact Bob on 01472 359815 or write 15 St Francis Court, Henegrove Road, Grimsby, DN32 9HE.

**RNB Chatham 1943-44:** Dick (surname forgotten) - we travelled together every weekend to our respective homes in Barksingside. Dick emigrated to Australia in August 1947. Anyone who knows his whereabouts please contact ex-Wren Cora Johnston, 92 Hazletton Way, Horndean, Hants. PO8 9DW or 01705 595236.

**Captain AD Robin, of 'Broomleaf',** The Rise, off Cobham Way, East Horsley, Surrey, KT24 5BJ, tel 01483 282836, is seeking Bermuda shipmates 1958-59 and particularly ERA Anthony Slater or a close relative.

**HMS Warrior (Operation Grapple) 1957:** Any ex-serving officers, CPOs, POs, leading hands and ratings who would like to meet or correspond with old shipmates, please contact John Carr (ex EM(A) Ship's Flight), 91 Westley Rd, Acocks Green, Birmingham B27 7UW or 0121 624 4964.

**HMS Yarmouth:** Stan Gailon is trying to contact David Allen Willoughby (EM), who was in Cape Town 1970 on HMS Yarmouth. Any information contact T S Gailon, PO Box 281, Constantia, Western Cape, South Africa.

**HMS Gloucester:** David Price is trying to find Trevor Parker, who was Buffer 1955-83 of HMS Gloucester. If you have any information contact David on 01329 283303.

**RNAS Eglinton ML (1947):** Would Ivan (Tipper) Bedford, Radley Ainley, Peter Piddan, Eric Baker, Ashley Dawes & ? McCallum etc in the aircraft salvage unit please make contact with William (Bill) Woodward on 0181 300 7103.

**SS Uganda:** Leslie Aldridge, a staff nurse in Portsmouth, is trying to set up a Falklands reunion for members who served on SS Uganda. Leslie can be contacted at 106 Leesland Rd, Gosport, Hampshire PO12 3NG.

**HMS Ocean Association:** Old and new shipmates, all commissions are welcome to the meetings and reunions at the Nautical

Club, Bishops Gate St, Birmingham on the last Saturday of February, April and June each year.

**Hugh 'Biscuits' Crawford:** Eddie (Paddy) Vennard is hoping to trace old shipmate Hugh, from St Albans, with whom he joined the Navy in 1963. Served together on HMS Carysfort 1964-66 and HMS Grafton 67-68. PO Box 163, Warkworth, Ontario, K0K 3K0, Canada.

**HMS Burghed Bay:** Anyone who served on the ship during the 40s & 50s is urged to contact Rod Jenkins, 33 Paston Ridings, Paston, Peterborough, PE4 7UR or 01733 751019.

**HMS Verman Bay (1944-59):** Vic, 0121 783 8920 and Gwilym, 0144 3777 801 are looking for old shipmates to join the association, all commissions. Next reunion in Southsea, May 1999.

**HMS Aberdare 1942-44:** All old shipmates please contact Nick Carter, 9 Roman Way, Markyate, Herts, tel 01582 842067.

**HMS Loch Fada** now has an association; first reunion March 98. Great weekend, sorry you missed it. For details of next one and association contact Bob Harris, 12 Alandale Road, Sholing, Southampton, Hants SO19 1DG, tel 01703 391848.

**HMS Fearless 1980-84:** 'Worzel' George Currie is seeking some old friends from his Naval days. Contact him at 1 Durham Road, Esu Winning, Durham DH7 9WW or tel 0191 3734 208.

**HMS Pelican 1954-55, South Atlantic:** Fred Stonier, Stan King (Wheelhouse crew 2nd Port Watch), Reg Chambers (Cox) Chas Cooper (POG), any Officer or ship's company member interested in second reunion in 1999 contact Bung Williams, 21 Ashurst Rd, Ash Vale, Aldershot, Hants GU12 5AF, see please, tel 01252 313071.

**HMS Glasgow:** Calling the football team of the 1948-50 commission, McClean (L/Sto), Pop Pennell, Flash Gordon, Darky Laws (Tel), R Boyers (L/Sto) Smith (PTI) and Mne's Wray and Brown. Contact Allan Mercer, 89 Royal Avenue, Hough Green, Widnes WA8 8HJ, tel 0151 510 2445.

**HMS Verulam:** R28 & F29, all commissions to muster for reunion in June 1999 at Portsmouth. Details from Chris Williams on 01621 816207 after 6pm.

**HMS Widemouth Bay 1945-53:** A group of 61 shipmates who meet regularly and hopeful of increasing their numbers. To join contact Bob 'Topsy' Turner, 17 Mill Way, East Grinstead, West Sussex RH19 4DD, tel 01342 323801.

**Fast Minelayers Association:** Shipmates from HMS Abdiel, Latona, Welshman, Manxman, Ariadne and Apollo are entitled to join this association. The northern branch meets at the Railway Club, under Piccadilly Station, Manchester. Contact Kevin Maher on 0161 633 4682.

**RN Commcns Gibraltar (HMS Rooke):** If you were here in 1966-67 and would like to get together for a drink and a chat contact Peter Crawford, 01895 252611 or Helen Robinson, 01752 788180.

**John Cleator:** HM Boom Defence, HMS Collingwood, HMS Egret and HMS King Alfred 1941-42: Harold Hawkins would like to chat about old times. Call 01483 562563.

**HMS Terror 1954-56:** John Gilbert would like to hear from anyone who lived in the rented Married Quarters at Jalan Dato Dalam, Johore Bahru. Please ring 01243 820624.

**Girls NTC, Wimbledon Unit 1949-56:** Calling all ex-members for 50th anniversary reunion. Some joined the WRNS and some married sailors. Please contact Barbara Parke, 01342 832826 for details.

**HMS Brighton 1975-78:** A reunion is being organised for anyone who served on HMS Brighton between these dates. Contact Manny Setero at 905 London Road, Loudwater, High Wycombe, Bucks HP10 9TB, tel 01494 535544.

**HMS Gravelines D24 Association:** is seeking shipmates from all who have served at any time. Details of next reunion from Roy Whittington, 102a Victoria Avenue, Newport, Gwent NP9 8GG, tel 01633 221688.

**John Lyford:** An ex-RM who served on HMS Manchester and Iron Duke has had a stroke. To brighten his days he would love to hear from old friends or receive postcards from the present ship's companies. Send to Annetty Lowen Nursing Home, Sarah's Lane, Padstow, Cornwall PL28 8EL.

Kirton Lane, Stainforth, Doncaster DN7 5BP, tel 01302 841806.

**JANUARY 1999**

**HMS Bigbury Bay:** This first reunion is at Bournemouth on January 15. Contact Roy Ashton on 01227 456296.

**FEBRUARY 1999**

**HMS Penelope Association:** Annual reunion in February in Blackpool. For further information contact Mike Bee, 1 Oddfellows St, Mirfield, West Yorkshire WF14 9AB.

**MARCH 1999**

**HMS Glenearn** hold their second reunion at Weston Super Mare in March. For details ring 01228 514570.

**Ceylon Revisited 1999:** All ex-forces personnel, families & friends are welcome to the eighth reunion in Sri Lanka, March 4-20 (scheduled flights). Contact RG Harrison, 'Gramercy', Woodland Ave, Hartley, Longfield, Kent DA3 7BZ, tel/fax 01474 704619.

**HMS Loch Fada Association** second reunion at Blackpool on 12-14 March. Details from Bob Harris, 12, Alandale Rd, Sholing, Southampton SO19 1DG, tel 01703 391848.

**HMS Venerable Association:** March 19-22 at the Somerset and Wavercrest Hotels, Llandudno. Contact Bas Redfern, 64, Coppice Rd, Talk, Stoke on Trent ST7 1UA, tel 01782 784876.

**HMS Nairana:** Escort carrier 1943/46; Gibraltar and Russian convoys: the next reunion will be in Torquay, March 30; contact Bill Blinston, Cott Holland, Staple, Dartington, Totnes, Devon TQ9 6HR, tel 01803 862475.

**APRIL 1999**

**HMS Mohawk:** Shipmates from the 1938-41 destroyer contact Ray Bromley on 01703 243175.

**HMS Leeds Castle:** Falklands 1982, reunion 1999. Interested? Contact Dave Shoemaker 01665 712598 (after 1900) or Jim Harding 0191 386 6320.

**HMS Hermes** next reunion is April 9-12, 1999, at the Royal Fleet Club, Morice Square, Warrington and post-war Hermes shipmates invited. Contact P J Baptie, 16 Virginia

## At Your Service

## Over to You

**Paul Ryan:** Does anyone have any info on Paul or family? He married Florence (Sheila) Hopkin April 1933 in Portsmouth Register Office, while CPO at HMS Excellent; DO Bulley and NA O'Halloran witnessed. He served at Tamar, Sydney, Albatross, Landrail and Seahawk 1947-56. Any help to P. Ryan, on 01705 663702, who is doing family research and wants to see a photo of Paul and his wife.

**HMS St Brides Bay:** D. Scrivener believes brother Charles was one of three men lost when a Navy whaler overturned in heavy surf during the Palestine problem in 1946-7. If anyone has any information about the incident, please write to 70, Beach Rd, Fleetwood FY7 8PN.

**HMS Andania:** Any info on the circumstances of the sinking of this armed merchant ship, possibly off Iceland, and the rescue of survivors by an RAF Sunderland flying boat? Info sought by the daughter of the former NAAFI canteen manager Harold Savage. Contact Dr S.J. Peake at Grasmere, Ancton Lane, Middleton on Sea, West Sussex PO22 6NL, tel 01243 584099.

**Norman White:** Norman's daughters want to hear from anyone who knew their late father who was in the Fleet Air Arm from 1947-53, leaving as a Leading Airman SE2. Please contact Mrs G. Collier, 2, Keyham St, Weston Mill, Plymouth, Devon PL5 1AZ.

**SS Rio Azul and HMS Esperance Bay:** Arthur Anderson won a Royal Humane Society vellum certificate when he swam with a lifeline from his ship to a lifeboat carrying survivors of the Rio Azul, sunk by a submarine in the South Atlantic 17 days earlier in June 1941. Only three were alive by the time Arthur reached them, one of whom died later - does anyone know what became of the other two? Contact Arthur c/o 89, Millbrook Close, Skelmersdale, Lancs WN8 8QS.

**RN cap tallies:** Collectors, serving and ex-service personnel needed to help with research into use of cap tallies, particularly during WWI, inter-war years, and post-1945. Contact D. Mallinson, 53, Hawthorn Bank, Carnock, Fife KY12 9JS, tel 01383 852422.

**Raymond 'Blackie' Adams** of HMS Newfoundland was killed during shore leave in Boston, USA, on September 6, 1943. Former shipmate Eddie Kenny has supplied a photo of his gravestone in Everett, Mass, and says friends and relatives of Blackie may like to know the grave is well tended. Details from Tom Roxby, 8, Lindale Close, Conington CW12 2DG, tel 01260 279819.

**HMS Tiger 1959-63:** Yorkie Aveling wants to know the whereabouts of the ship's company - he is looking for commissioning books for the above four years. Contact him at 44, Collingham Rd, Swallowstone, Sheffield S26 4NW, tel 01142 876611.

**Albert Marriott:** Mrs Gough wants to hear anyone who knew her grandfather in World War II. He served in the Great War and was called up again in his 50s in 1939 - he served in HMS Wild Swan and HMS Malaysia, and the HMS Marlborough Torpedo School at Eastbourne, and died in 1950. Any info to Mrs Gough, 71, Bensham Manor Rd, Thornton Heath, Surrey CR7 7AE.

**Norwegian Campaign destroyers:** It is believed some British destroyers during this campaign painted their gun shields yellow as a means of identifying friend or foe from the air. If you can confirm or contradict this, contact RJM Groves, Battramsley House, Boldre, Lymington, Hants. SO41 8ND.

**D-Day Plymouth:** Gunnersy Sgt David L Van Gordon USN is trying to trace others he might have known whilst loading ammunition in the harbour, the landings on Omaha Beach, Royal William Dockyards, Plymouth and on Queen Elizabeth escorting German POWs to America. Info to M J Van Gordon, 'Chimneys', 37 Grange Rd, Heswall, Wirral, L60 7RY or e-mail MVanGordon@aol.com

**HMS King George V:** Does anyone know where the ship's bell of HMS King George V is laid up? Contact R Miles, The Old Meeting House, Juniper Hill, Brackley, NN13 5RH.

**HMS Intrepid's visit the Bremen Nov 87:** Brunhild wants to find Bob from Putney, then Gunnersy Officer, to clarify fatal language error. If you knew him or know his whereabouts, please contact Brunhild Kirchhoff, Scharnbeckerstrasse Str 125, 27711, Osterholz-Scharmbeck, Germany.

**TID Tugs:** If you have knowledge of the Tugs

Close, New Malden, Surrey KT3 3RB, tel 0181 949 5548.

**HMS Ladybird Association** are holding their 11th reunion on April 17 at the Home Club, Portsmouth. Details Terry Cooper, 28 Hopgrove Lane South, Malton Rd, York YO32 9TG, tel 01904 425883.

**HMS Whitesand Bay Association:** Anyone serving aboard between 1945-56 is welcome to the next reunion on April 20 at the Home Club, Portsmouth. Contact Geoff Nightingale, 268, Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD, tel 01442 263405.

**HMS Grenville Association 1943-46:** in company with HM Ships, Urda, Undaunted, Urania, Ulster and Ulysses will be holding their 1999 reunion in Blackpool. Former shipmates contact R Durber, 4, Sir Winston Churchill Place, Binley Woods, Coventry, Warks CV3 2BT, tel 01203 542978.

**MAY 1999**

**HMS Unicorn Association** reunion in Weston Super Mare. Those who served, trained or were transported are welcome as members. Contact E (Boz) Bosworthick, 3, Arundel Close, Hemel Hempstead HP2 4QR, tel 01442 255821.

**JUNE 1999**

**723 (CS) Squad RM (1959-60):** Second reunion takes place in June. For more details contact Dave Prichard 01222 790233 or Tony Daker 01902 631951.

**SEPTEMBER 1999**

**BRNC Dartmouth (1974/75):** A reunion for the Officers who joined and/or passed out during September 1974 and December 1975 will be held at BRNC Dartmouth on September 11. Contact Cdr E McNair RN, Room 1247, MOD Main Building, Whitehall, London SW1A 2HB, tel 0171 218 2339.

**OCTOBER 1999**

**RN, RM & WRNS 9th Australia & New Zealand Trafalgar Reunion** will be held in Adelaide, Australia from October 15-17, 1999. Info from Reunion Secretary PO Box 233, Brighton, South Australia 5048.

Invasion Deployment that towed Mulberry Harbours to Normandy, contact Ken Rimmell at 1, The Glade, Kingsbeach, Pagham, West Sussex PO21 4DS, tel 01243 265929.

**HMS Bonaventure:** Would anyone who recalls the First Lieutenant of Bonaventure during her short life contact Peter Reich, 12 Farrington Court, Northlands Drive, Winchester SO23 7AJ, tel 01962 867951, who is editing the memoirs of one of the survivors, recently deceased.

**Atlantic Convoys:** If you recall Vice Admiral Norman Wodehouse, who died while serving as Commodore RNR of an Atlantic convoy in 1941, contact Barry Dabell, 108a, Leake Rd, Gotham, Nottingham NG11 0LA, tel/fax 0115 983 0494.

**L1W A Ellender:** Mrs P H Gibbons has found amongst her late father-in-law's possessions two identical medals. On close inspection that she discovered the name above. Next of kin can contact Mrs Gibbons at 7, Vincent Drive, Dorking RH4 3AA.

**Yangtze Incident (HMS Consort):** If you have photos of any ships involved, Michael Houghton would love to hear from you. Contact him at Richmond Nursing Home, 80, Penkett Rd, Wallasey, Merseyside L45 7QW.

**WW1 RNAS CPO's cap badge:** Do you know where this badge may be obtained? It is similar to a PO's badge in later years, i.e. a crown with an eagle in place of an anchor. Contact H C Alken, 20 Hinton Rd, Newport, Isle of Wight PO30 5QZ, tel 01983 525621.

**Ships' Crests:** Robert Sandford, 61, Tamarisk, Pandora Meadows, Kings Lynn, Norfolk PE30 3DZ, tel 01553 674724, has the following 11x8 prints of the crests on the dockyard wall in Simonstown (£1.40 inc P&P): HM Ships Relentless, Somerset, Roebuck, Rapid, Paladin and Rotherham.

**Naval Brigade - Ladysmith:** Jim Madeley, Woodgate Farm, Wall Bank, Church Stretton, Shropshire SY6 7JB, tel 01694 722042, is trying to get information of the subsequent life and career of Midshipman J R Middleton. Jim has in his possession a letter dated 30/11/1899 but because of the siege was not delivered to his father until 26/3/1900.

**Communicator Magazines:** I am looking for copies or originals of this magazine published by HMS Mercury from late 40's to the 70's. Contact Danny Siggers, 30, Northcote Road, Gravesend, Kent DA11 7BS, tel 01474 326184, or email to commags@ihiero.co.uk

**HMS Cassandra Memorial Fund:** An appeal is being made to enable a fitting memorial to those that gave their lives, to be sited within Portsmouth. All donations to the HMS Cassandra Memorial Fund, c/o MC Longfoot, 50 Graylands Rd, Walton, Liverpool L4 9UQ, tel 0151 226 3675.

**HMS Dolphin 1940-42:** Peter Coutie is looking for information on the visit of King George VI and photos taken of navy personnel being decorated for bravery. Write to 19, Rhynle Rd, Dundee DD5 1RH, or tel 01382 774126.

**Medway and Thames Estuary:** Donald McClaren, serving at Chatham 1937-39, remembers playing football against maritime schools/orphanages aboard old hulks; were you one of the 10/12 year olds that he played against? He would love to hear from you at 32, Martin Avenue, Denmead, Waterlooville, Hants PO7 6NS, tel 01705 264717.

**WW1 Submarines (D6, E9, K17, H47):** Rob Chaffey is trying to find out his grandfather's (Fred Bown) naval career. Write to 1, Wyke Cottages, Bradford Abbas, Dorset DT9 6SJ, or tel 01935 426300.

**Wooden boat:** Information is required on a timber boat, clinker built, gaff rigged, L 10 and on the original transom is carved - HQ 6210 43 - and the MOD arrow. Contact Alf Lonsdale, 2, Deepdale, Aurn Close, Horley, Surrey RH6 9BU, tel 01293 432049.

**William Craven:** Service No. C/JX 268206, presumed died December 26 1943. Bill's son Ian is anxious to find anyone who served with his father; write to Ian Craven, 3, South View, Middlestone Moor, Spennymore, Co. Durham DL16 7DF.

**CGI Donaghy, HMS Ganges:** Paul Jones would like to get in touch and can be contacted at 6, Orchard Rd, Sawston, Cambs CB2 4BE, tel 01223 573626.

**'Thank You, Australia':** Have you got a copy of this book, which was issued to everyone attached to the Pacific Fleet on their return to the UK in WW2? If so, could I borrow it to get a reprint? D Smith, 33, Rosecourt Rd, Croydron CR0 3BS.

**Percy 'Jerry' Wilkinson:** Did you serve with or do you know of Percy, who served in HM Ships Elgin, Pozarica and Swale during WW2? Any information to his brother, H Wilkinson, 10, Roland Avenue, Holbrooks, Coventry CV6 4HR, tel 01203 664501.

**HMS Amethyst:**





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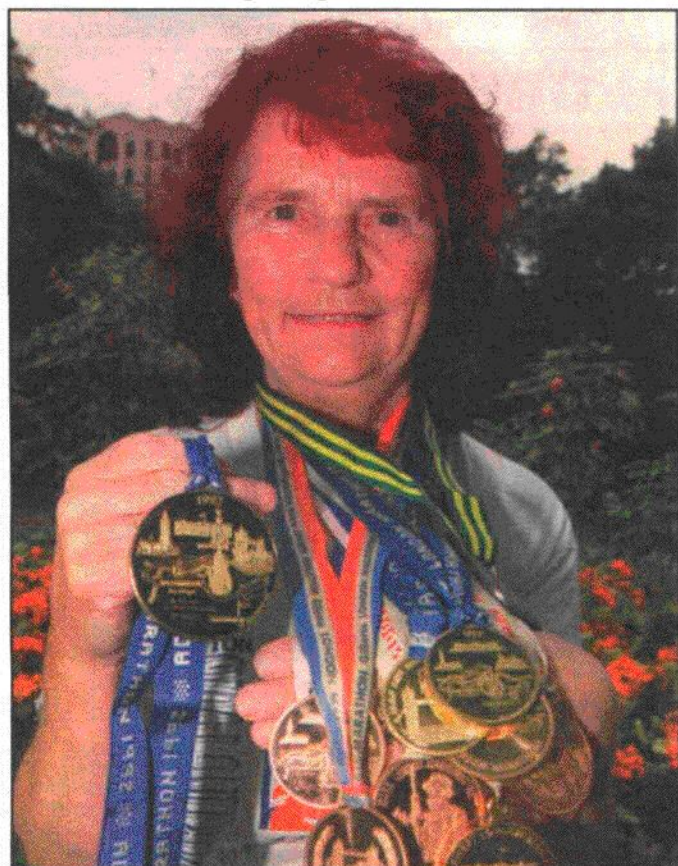
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# Bionic woman Alma (81) all set for 199th marathon

AT THE AGE of 81, Fleet Street branch member Alma Kent is looking forward to running her 199th marathon in New York, writes Shipmate Joan Kelly. "I've muscles like iron," said the serial marathon runner who, on last count, had 37 grandchildren and nine great-grandchildren.



Alma Kent shows off some of the medals she has won in 198 marathons run since she was 65.

Meet her in T-shirt, shorts and trainers and one is amazed by her energy and youthfulness. "I'm blessed with good health," she says. But that has not always been the case.

Alma was born in Ballymena, Northern Ireland, the daughter of an Army vet. After training as a nurse she joined the Army and was posted to Singapore.

She was there when it fell to the Japanese in 1942, and was imprisoned by the invaders in the notorious Changi jail.

Recalling the suffering inflicted by the Japanese guards on the prisoners of war, she said: "I was fortunate. I watched many die - I will never forget what they suffered as long as I live."

When Changi was at last liberated in 1945 she weighed only four stone. And she has her own reminders of the beatings she suffered at the hands of the Japanese - a metal plate in the back of her head and another in a leg. "Call me bionic," she said, grinning broadly.

Today she's a widow and lives alone, guarded by her Alsatian dog. She's up at dawn and out running when most of us are still asleep. When not stretching her legs doing that, she's carrying out voluntary work for charity, on most days helping the nuns of St Mary of the Cross Convent near her home.

Her running began with the London Marathon in 1982 - when she was 65. She's lost count of the

## PICTURE PUZZLE



MR L. A. Handscombe of Castletown, Isle of Man, was the winner of our August Picture Puzzle competition. He correctly identified the battleship HMS Ramillies (1916-48) and her last role as a harbour service ship.

Mr Handscombe's reply was picked at random, and he receives our cash prize of £30. For another £30, give both names under which this ship sailed.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a

prize draw to establish a winner. Closing date for entries is November 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your

envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our December edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 44

Name .....

Address .....

My answer .....

funds she's raised by running, although she does remember that in the 1992 London Marathon she collected £7,500 in sponsorship money and finished in just under 3.5 hours to win a gold medal.

More recently she's raised £600 for her branch and £700 for the nearby Church of St Bride.

Alma attributes her fitness to eating little meat and lots of raw vegetables - especially garlic, followed by parsley "to keep the breath sweet", and vitamin E to build up strength.

Having completed two half-marathons in Chicago in the spring, she is planning to take part in the New York event before Christmas. I asked her if she intended to keep on running until she's 100. "Hopefully longer than that," she said.

As well as being a member of the RNA, Alma is a life member of the Burma Star Association and a member of the Royal British Legion.



SKY TV presenter Anna Walker receives an engraved glass bowl from Rayleigh secretary Alan Booth, after she was guest of honour at the branch's annual charity golf tournament. Held at Langdon Hills Golf Club, Essex, it raised £918 for SSAFA.

Miss Walker, who played in the tournament, was accompanied by PO Wren Riz Davies from HMS Warrior, Northwood. Other players included a team from HMS Dryad (who came top), and Army, RAF and US Air Force teams. The next tournament is on April 27.

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## Around the Branches

### North Manchester

Shipmates throughout the area turned out in strength for the branch's annual Sea Sunday parade and service, the latter being conducted by the Rev. David Brierley, chaplain of the Korean Veterans Association. Oldham Sea Cadet unit also took part.

Later the ladies laid on a buffet reception.

### Wigston & District

Members attended the first reunion of former members of the ship's company of HMS Solebay. That was followed by a weekend in

Scarborough for 29 shipmates.

To mark the social and fund-raising activities of the branch, in conjunction with Oadby Royal British Legion, the president of the RBL branch, Dave Collins, was presented with a plaque by the RNA branch.

### Vancouver Island

The branch has celebrated its 15th anniversary and has welcomed many visitors from Britain.

The Royal Navy rugby team were well supported by Canadian shipmates when they won 22-29 over a British Columbian team.

After the match, at a get-together and sing-along, a branch plaque was presented to the team captain.

The next visitors were a party representing ten RNA branches, whom Canadian shipmates joined for lunch.

But the traffic hasn't been all one way: when Vancouver branch chairman, Shipmate George Watson, visited Britain he renewed his friendship with the Chairman of the National Council, Shipmate Fred Chambers, whom he met last year in Canada.

### West Bromwich

The semi-final of No. 8 Area Uckers Championship was fought out between Telford and Litchfield branches on West Bromwich's neutral territory.

Telford proved the stronger team to take on Redditch for the Area final.

### Helston

On Portleven Lifeboat Day, members manned a stall to raise £137 for RNLI and branch funds. Later they held a barbecue in the garden of Shipmates Joe and Jose Locke.

### Cheshunt

The branch's tenth anniversary was marked by a service at Christ Church, Waltham Cross, conducted by branch chaplain, the Rev. Martin Banister.

A mess deck supper dance was attended by many wives and friends from neighbouring branches. Among those there, were branch president Shipmate Harold Chalkey and the chairman, Shipmate Norman Surridge.

With membership now at over 100, Cheshunt looks forward to many more such events.

### Ipswich

Members welcomed their new president, Capt Le Marchant, who has succeeded Capt J. Murray Dunlop RN (ret'd). Commanding Officer of HMS Ganges at its closure in 1976. Under his presidency, membership of the branch increased several fold.

Forty members attended a garden party hosted by Shipmate Peter Thompson at his home, to raise £138 for the wheelchair appeal in aid of Lt Cdr Phil Tribe, injured ashore in the Gulf. A sponsored swim in a duck suit by Shipmate Jim Cocker raised £50 of the total.

### Hanworth

The 25th anniversary of Middlesex branch of the Submarine Old Comrades Association was marked by a dinner dance attended by 130 shipmates and friends at Hanworth club-house.

Guests of honour were Admiral Sir Peter Herbert and president of

SOCA, Capt J. Jacobsen RN (ret'd).

The annual memorial service, conducted by the Rev. Lawrence Beeby in the clubhouse grounds, was attended by over 100 shipmates.

### Beccles

The branch corrects its report that the ensign presented to it was the battle ensign of HMS St Kitts. The ship commissioned after World War II, in 1946, so the flag was not a battle ensign.

### Southampton

The 20th anniversary of the branch was marked by a service - conducted by the Port Chaplain, the Rev. William McCrea - followed by a celebration.

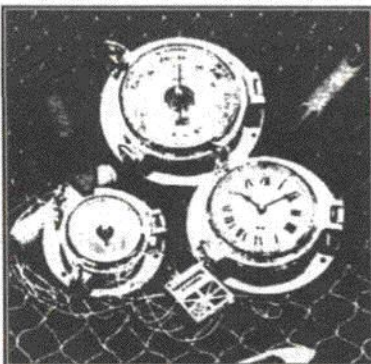
Branch chairman, Shipmate Denis Dowell, welcomed the guests who included the branch president, Capt M. O'Reilly RN, and Capt B. Judkin RNR. A vote of thanks was proposed by Shipmate George Haley.

Founder members Geoff Christopher and Jackie McMillan were unable to attend due to ill-health.

### Isle of Sheppey

Members were invited to attend Sheppey Sea Cadet unit's inspection by the Area Naval Officer for the Corps, Lt Cdr J. B. Richardson RN.

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# Association



'Final hurdle' in rescue of Britain's last wartime destroyer

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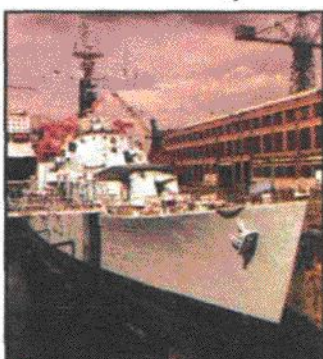
NAVY NEWS is backing a new fund-raising campaign launched as the "final hurdle" to establish Britain's last wartime destroyer, HMS Cavalier, as a museum and memorial ship at Chatham Historic Dockyard.

The consortium, which in the summer learned that their bid to set up the Cavalier at Chatham had succeeded, now need £350,000 in matching funding as a condition of a first-phase Lottery grant of £830,000.

"This is our final hurdle and we again need the support of the members of other Naval associations," said Chairman of the HMS Cavalier Association, Sid Anning.

The Association is a member of the consortium, with the Friends of the Cavalier Trust, Chatham Historic Dockyard Trust and Medway Council.

Already veterans have helped to raise £30,000 to provide a fighting fund to campaign to prevent the scrapping of Cavalier, or her sale abroad from her present South Tyneside berth.



● HMS Cavalier - due to arrive in Chatham in the spring.

Cornerstone of the new fund-raising effort is distribution of a specially produced leaflet and the opening of a special bank account under the consortium's name.

So far the HMS Cavalier Association has fought a bril-

liantly successful campaign to keep the ship as a properly funded exhibit which will have a unique place in Britain's Naval history.

Now, as members of the consortium, they are seeking to raise the £350,000 as part of the £2 million plan to move the ship, renovate her and site a memorial and museum alongside which will also reflect the history of two other preserved ships in the dockyard - the submarine HMS Ocelot and the Victorian sloop HMS Gannet.

The four phases of the development plan entail preparing Cavalier for her move to Chatham, which is due to take place next spring; to complete essential preparation for visitors and to install on-board 'interpretation'; to complete the conservation plan by next summer; and to complete a memorial chapel and other, on-shore interpretations.

### NAVY NEWS BACKS THE HMS CAVALIER APPEAL

#### How your association can help

##### Through distributing leaflets

THE CAVALIER Association will provide your association with our appeal leaflets and envelopes which can be inserted into your newsletter or magazine - provided there is one due within the next two months. Just complete this coupon and send it to Sid Anning, the Chairman of the Cavalier Association at 14 Kipling Gardens, Crownhill, Plymouth, Devon PL5 3DD (please state the name and address of the place to which you wish the leaflets to be sent if different from your home address):

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The Cavalier Association hopes to organise a Reunion Showcase at Chatham so that members of other Associations can discover more about the plans for the ship's future and the development of the Historic Dockyard.

WOULD YOU BE INTERESTED?

YES ☐

NO ☐

##### Through direct donations

DONATIONS to the appeal account opened by HMS Cavalier (Chatham) Consortium can be made to Barclays Bank plc Medway Towns Branch, 40/46 High Street, Maidstone, Kent ME14 1SS. Please use the following:

Sort Code 20-54-11, Account No. 90605948.

## Standards galore at Last Night of Pops

NO FEWER than 65 standards were on display for The Last Night of Woking Pops - a concert given by the Band of the Coldstream Guards and the Royal Philharmonic Orchestra.

The standards, including many from No. 3 Area, were under the direction of Woking branch parade marshal, Shipmate Rod Fraser.

Over the summer the branch's social secretary, Shipmate Ian Fraser, arranged first-class outings for members and their wives. They included a visit to HMS Belfast in the Pool of London followed by a buffet supper and entertainment laid on by Wimbledon branch.

## BEARER FOR 37 YEARS

CROSBY branch members believe that their Shipmate Len Haydock, who this year was elected as their president, holds a record which takes some beating.

He was a founder member of the branch in 1951 and went on to hold every office - including that of standard bearer, a job which he has retained for 37 years.

Len was honoured with life membership five years ago.

### In Brief

COMPETITORS in a croquet match in the lovely setting of St Wenn included members of Redruth & Camborne branch, two of whose shipmates - Bob Saxby and John Bolan - reached the semi-finals.

WHEN Shipmate Dave Baker of Wigston & District branch took his grandchildren to the Royal Navy Submarine Museum at Gosport, their guide for HMS Alliance turned out to be his former shipmate Happy Day whom he last met in 1968 when Happy was president of the POs Mess in which Dave was vice president.

THE ANNUAL Sea Sunday service held at St Michael's Church, Lowfield Heath, was attended by members of Crawley branch with shipmates of the Submarine Old Comrades Association.

BUDE branch donated £50 to an appeal fund set up by Holsworthy Fire Station for a defibrillator. The money was presented by the chairman, Shipmate Bill Roake.

SHIPMATE Joy Haskins of Wells branch, who came third in the National Standard Bearers competition was mistakenly identified as a member of Frome branch in our August edition.

## He's the very model of a modern branch secretary



JOINING the mannequins on parade at Wivenhoe and Elmstead branch are secretary, Shipmate Les Kennedy, and Shipmate Walter Whymark.

As a result of setting up the exhibition of uniforms and memorabilia, members raised £320 in aid of King George's Fund for Sailors, and branch funds.

Their quest for wartime uniforms for the well-attended show was aided by those who answered Les's appeal for a wartime blue cap. The branch was also supported by Sabre Sales of Southsea.

Now, the shipmates hope to put the collection on permanent display.

Picture: Essex County Standard



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Civilians from all walks of life join the RNR but some 25 per cent are also ex-RN. Currently, the overriding requirement is for medical officers and QARNNS personnel, and Operations Branch lieutenants (and below) and junior ratings. However, opportunities also exist for more senior personnel and members of other branches.

If you would like more information on the RNR, contact: The Directorate of Naval Reserves, Room 007, Victory Building, HM Naval Base, Portsmouth PO1 1S (Tel 01705 727676 or 0345 300123). Or just pop in for a chat!

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## KIWI CAMPAIGN IS BEARING FRUIT

**O**VER the past 4-5 years the Royal New Zealand Navy has actively sought overseas recruits to fill essential shortfalls in specific branches.

In the early stages the need was in the Marine Engineering (steam) branch at the Petty Officer levels with Boiler and Engine Room Watchkeeping Certificates. Advertising through *Navy News* and the Services Employment Network has been very successful with nearly 40 RN and ex-RN applicants recruited.

Like the Royal Navy, the RNZN is phasing steam ships out, albeit a little slower. The last Leander, HMNZS Canterbury, is due to be put to rest around 2005.

Accordingly, the need for overseas recruits in the

marine engineering branch has now been satisfied. Marine Technicians are being recruited in enough numbers locally to sustain the future manning of new diesel/gas ANZAC ships, the first of which, HMNZS Te Kaha, has already arrived. HMNZS Te Mana is due next year.

Also over the early part of the period an under-manning of helicopter pilots was recognised. The final demise of the age-old Wasp and the introduction of its replacement, the Kaman Seasprite, saw the requirement for more pilots and observers. Both RN and Canadian Force pilots responded to the recruitment call.

With the marine engineering and helicopter environments being satisfied, a lack of weapons engineering staff is now the recognised shortage. This is especially so in the CEW/AI areas at the Petty Officer/Leading Hand

levels. This situation is not expected to resolve itself in the near future and the RNZN is again looking at off-shore lateral recruiting initiatives.

There is also an ongoing shortage of Marine Engineering Officers (charge qualified) at the junior/mid seniority lieutenant level and of Weapons Electrical Engineer Officers at the senior lieutenant/junior lieutenant commander level.

For those who may contemplate the lifestyle change the RNZN will certainly consider applications and sponsor the move downunder. It is recognised that the lead time of currently serving RN personnel is restricted by the need to give 18 months' notice, but the required clearances both for the RNZN and the New Zealand Immigration Service take a good proportion of that time.

Further information and applications can be obtained

through the New Zealand High Commission in London.

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## JOBS IN NEW ZEALAND



The Royal New Zealand Navy is currently looking for service persons or recent ex-service persons to fill the following vacancies:



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(Charge qualified)

\* Petty Officer and Leading  
Radio Fitters

\* Petty Officer and Leading  
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\* Petty Officer and Leading  
Weapon Fitters

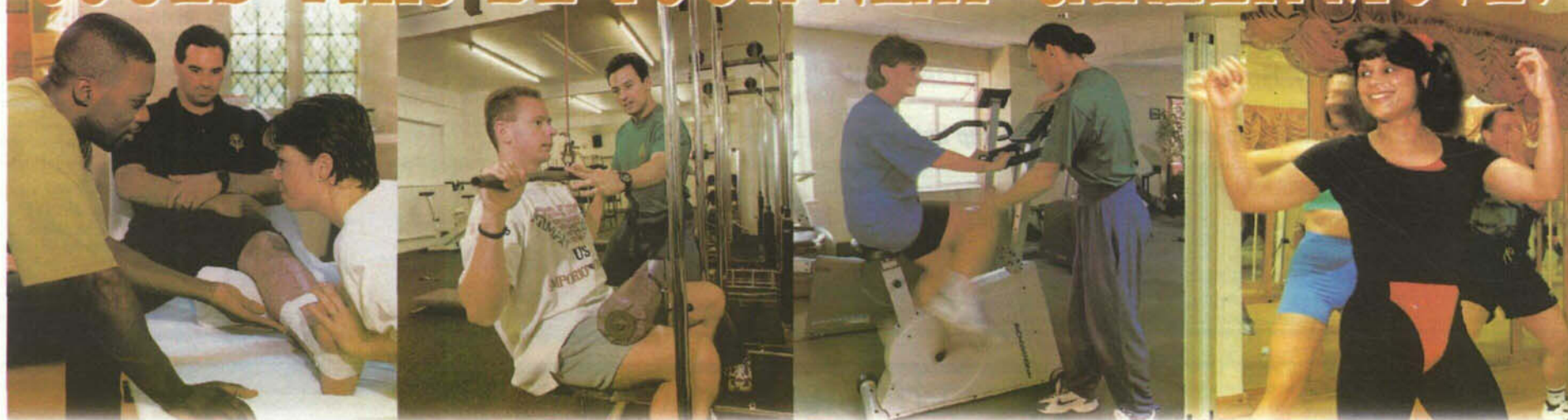
\* Weapons Electrical  
Engineering Officers -  
Senior Lieutenant/  
Junior Lt Cdr level

For further information send your Curriculum Vitae to

THE HEAD, NEW ZEALAND DEFENCE STAFF,  
NEW ZEALAND HOUSE,  
HAYMARKET, LONDON, SW1Y 4TQ



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## Check list for a partner for life

Incorporated by the  
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The Royal Naval Association believes firmly that "welfare is not only money". It offers a broad range of support to people with a Royal Naval connection. We are 'all of one company' in helping the disabled, looking after the needy, cheering up the distressed, maintaining naval traditions, supporting naval cadets, enjoying social activities and re-uniting shipmates. The 500 branches in the UK and abroad offer instant 'network' of local knowledge and opportunities to shipmates going to live in a new place or starting a new career.

The association is for all serving and former officers, men and women of the Royal Navy, Royal Marines, WRNS and QARNNS and their reserves

*For details of RNA membership, please complete the slip below.*

NAME: .....  
ADDRESS: .....  
Postcode: .....

SEND TO: THE GENERAL SECRETARY, ROYAL NAVAL ASSOCIATION  
82, CHELSEA MANOR STREET, LONDON. SW3 5QJ

WITH AN estimated shortfall of between 30,000 and 50,000 jobs in the IT market forecast over the next 3-5 years, ask yourself the question: "Are you part of the problem or part of the solution?", writes Chris Marshall, managing director of Pitman Training Ltd.

If business success is centred around understanding your customers then I am amazed how successful we and other training companies have been over the years.

Over the past 18 months we have realised that people don't come to training organisations like ours for training – they come because they need the training to get a job, or progress their careers. Understanding this basic principle has helped us to create specific, tailored packages of training, to include job preparation training (CV writing, interview techniques) and we are not alone in this.

As the majority of our 60,000 courses delivered last year were paid for by the private individual, it angers me to hear the cynics claiming that people do not want to work. Whoever of our 85 training centres I attend, I see women seeking to return to work, students developing the IT skills the educational system has not provided, or business men and women investing their own time and money to ensure they maintain their employability.

As the nature of employment continues to shift (already the majority of "workers", 51 per cent, within the UK are self-employed, contracting or temping) then to be part of the solution the onus is on the individual to maintain their own employability. By this I mean that individuals must

ensure that they personally obtain the skills necessary for today's, and tomorrow's, job market.

With the training market so fragmented and the training offered so varied, the following check list will help you to decide your "training partner for life":

● Will you receive a nationally recognised qualification?

● Are the training courses accredited to industry standards, eg Microsoft Office User Specialist (MS-OUS)?

● Does the organisation practise what it preaches – have the training staff been trained?

● Look around – are there testimonials from satisfied students on show? Will the sales person allow you to talk to existing students?

● What after-course support is available – open evenings, newsletters, top-up training?

● Can you "try before you buy" – does the facility exist for you to get the feel of the courses before you decide?

Having decided on the course and passed your exams, what next? Make sure the training company can help you turn your newly gained potential into that job/career move you want:

● Make sure you have a well prepared CV.

● Research the company – marketing material, press cuttings, locations.

● Understand the job you are applying for – and know why you want it.

● Practise the interview – think about the likely questions and prepare some answers.

In this way you can become part of the solution – and good luck!

### CHILTON CANTELO SCHOOL IMPORTANT

TO: Parents willing to invest £241 (+BSA) per term in their child's future.

FROM: Chilton Cantelo, a small 'family' school (Dorset/Somerset borders) offering a broad first-class education to boys and girls aged 7 - 18.

RE: Further information, please contact us today on (01935) 850555 to arrange a visit.

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A Charity providing quality education for children.  
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### Sir Roger covered

ARRIVING too late for last month's Education feature was the Sir Roger Manwood's School item:

A mixed selective 11-18 Grammar School of 700 pupils in the Cinque Port town of Sandwich, Kent with over 170 in the Sixth Form and 70 boarders, entry is by school tests in English and Mathematics at any age for boarding places.

The National Curriculum is followed throughout and 90 per cent of pupils stay on into the Sixth Form to study three or four A Levels with A Level General Studies added. Academic results are excellent both at A Level and GCSE.

There are no tuition fees, boarding fees are £1,578 per term and visits are welcome at any time.

Contact the headmaster's secretary on 01304 613286, by Fax 01304 615336, email: headsrms@rmple.co.uk or visit website [www.rmple.co.uk/eduweb/sites/srms/index.html](http://www.rmple.co.uk/eduweb/sites/srms/index.html).



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Headmaster's Secretary on:

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e-mail: headsrms@rmple.co.uk

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Headmaster - The Duke of York's School  
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## Family Matters

### £2 charge put on Railcard

CHANGES in the system of Railcards for the Armed Forces include introduction of a £2 charge for each card. Previously, the concessionary cards issued by British Rail were free to Service people and their dependants.

The old cards expired on June 30, and the new, redesigned cards will be valid for a year from the date of issue. Service personnel are being told that the Railcard is a concession provided by the 25 train companies, and should not be taken as a condition of service. More detailed information is contained in DCI JS 91/98.

### Estate's link is restored

A FOOTBRIDGE which formed an important link for families on a married quarters estate in Plymouth has been restored as a permanent feature after the original was demolished last year.

The old bridge, used for 40 years as a short-cut to shops and schools, fell into disrepair, and a temporary replacement was erected. But now, a permanent footbridge has been built by the Defence Housing Executive.

It was opened by the Commanding Officer of HMS Raleigh, Commodore Roger Lockwood, and the Mayor of Torpoint, Cllr Mike Pearn. The ceremony was attended by children from the RN pre-school at Trevorder Road which is near the bridge.

### THOSE HAPPY DAYZ

IT WAS 'Happy Dayz' out of school for these youngsters from the family quarters estate at Eastney, Portsmouth – thanks to RN Family Services workers.

Happy Dayz was a playscheme for under-14s run for four hours a day during the school holidays. The project, at the Cockleshell Community Centre, was the idea of ratings Gary Keith and Michael Hewitt who undertook it as part of their Family Services initial training course.

They have since successfully completed the course and are now working as Petty Officers (Family Services).

The Happy Dayz project was

### Yo ho ho and a bottle of coke!

THIS PIRATE crew shivered the timbers of a Ministry of Defence Police launch when they staged a carefully planned hijack operation under the noses of the Navy – in the River Tamar.

The young buccaneers, led by Capt Hook (alias community worker Adele Towsey) are the brothers and sisters of Service children with special needs.

Each year they are treated to a trip organised by social and community workers based in HMS Drake and staff of Plymouth Naval Personal and Family Services, with the finan-

cial help of the WOs and Senior Rates Mess at Drake.

This year ten of the youngsters – members of the Anchor Group of families – visited Plymouth National Marine Aquarium followed by a trip around the Sound and up the River Tamar in the MDP launch Watchful.

It was then that the group changed into their pirate gear to hold the Watchful crew to ransom – an incident which luckily ended at 3.30pm when mums and dads arrived to reclaim their offspring.



# DRAKE RELIC DELAYS NEW PRE-SCHOOL



a great success – but would not have been without the support of volunteers from the Finch Road Playgroup which had recently relocated to the Cockleshell Centre.

Among the events which

proved so attractive to the children were the painting of a container (shown in the picture), 'messy play', a cookery workshop, badge-making, a sports day, a bouncy castle, face painting, competitions and an end-

of-scheme party.

PO(FS) Gary Keith welcomes any ideas for future community projects.

He can be reached at the NPFS, Swiftsure Block, HMS Nelson, Portsmouth, PO1 3HH.

CHILDREN of Naval families in Plymouth are now using a brand-new, purpose-built pre-school after a delay caused by the discovery of a structure that was probably laid in the time of Sir Francis Drake.

The £70,000 building has been constructed at Crownhill and accommodates 26 children between the ages of three and four. It is one of eight such places provided in the Plymouth area by the Royal Naval Pre-school Learning Organisation.

However, the project suffered a minor setback when soon after the arrival of modular buildings on two low-loader lorries, ground subsidence was detected at the site in Crownhill Fort Road when a crane began to get that sinking feeling.

Archaeologists believe the cause may have been a long-lost leat – or water channel – known to have been laid with the involvement of Sir Francis, to carry fresh water 17 miles from Dartmoor to Plymouth.

The discovery meant that the leat had to be reinstated and a concrete raft laid over it, the work delaying the pre-school's opening for about two weeks.

The new building, which eventually opened on September 21, replaces an old wooden structure – formerly a playgroup venue – which was condemned and demolished 15 months ago. Since then the children who used it have been temporarily housed in nearby Crownhill Family Centre.

Most of the cost of the pre-school project has been met by a £45,000 grant from King George's

Fund for Sailors, the rest being provided out of local Naval community funds.

RN under-fives co-ordinator, Mrs Patricia Whiteley, officially started the work with a groundbreaking ceremony at the controls of a JCB mechanical digger.

Other Plymouth pre-schools run by the RNPLO are at St Budeaux, Torpoint, Horrabridge, Tamerton Foliot, Eggbuckland, Plympton (Chaddlewood) and Plymstock (Radford). All are registered and checked by Social Services and all have received above average inspection reports by the Government's Office for Standards in Education (OFSTED).

Mrs Whiteley is available to discuss parents' needs on 01752 782921.

### Fleet Club's timeshares

SIXTY self-catering timeshare holiday weeks in June-September next year are being offered to RN and RM ratings and other ranks by the China Fleet Club.

A week's timeshare costs £350, and successful applicants will be decided by a draw at the end of February. Only successful applicants will be informed, usually within a week.

Application forms are available from The China Fleet Club Charitable Trust, Timeshares, Saltash, Cornwall PL12 6LJ.

Available accommodation is in the following areas: Keswick, Norwich, Aviemore, Cornwall Torquay, Guernsey, Royal Deeside, Looe, south-west Wales, and on narrow boats at Napton Junction on the English inland waterways.

### Nursery offer

FREE nursery places for four-year-old children of Service people in isolated detachments is now being provided by the Service Children's Education Agency.

Money has been made available for such schooling or pre-schooling in overseas command areas, matching the entitlement in England and Wales for five 2.5-hour sessions per week for at least 36 weeks a year.

Full details: DCI General 189/98.

## Divorce and your pension: the facts

THERE HAS been some concern among Service people about new laws governing the division of pensions on divorce. Navy News has received information from the Deputy Directorate of Naval Service Conditions (Pay) which is intended to clarify the situation:

The current Pensions Act 1995, which governs all divorces after July 1, 1996, empowers courts to make an order requiring a pension scheme to pay part of a member's pension direct to a former spouse.

Where a person has not yet left the Service, the court order can ' earmark' part of the pension to the former spouse when it eventually comes into payment. However, nothing will be paid to the former spouse if the member dies in the meantime, or the former spouse remarries.

Anyone divorced before July 1, 1996 is not affected by the legislation and his or her pension and gratuity is protected from any assignment from the courts.

The new law, which should come into effect in April 2000, will provide for 'pension splitting' or 'pension sharing'. The main difference between the present law and pension sharing will be that the portion awarded to the former spouse will then remain theirs.

Even if the former spouse remarries, or the member dies before them, the pension will be unaffected.

**Pension sharing will not, however, be compulsory, and it will still be possible to offset pension rights against other assets – such as the marital home – or to use the current attachment and earmarking arrangements if they are considered more appropriate.**

For an example, at the time of divorce a Service person may be entitled to a preserved pension of £3,000 and a terminal grant of £9,000. If the court gives their former spouse a 40 per cent share, the nominal reduction in the pension would, for a total of £12,000, leave £7,200.

If the Service person were later to remarry, the entitlement to widow's pension would be calculated at the rate of half the pension eventually awarded.

On leaving the Service in the future, the immediate total pension may amount to £8,000 with a terminal grant of £24,000. The benefits actually received would be:

Pension – £8,000 minus £1,200, plus revaluation to date of leaving.

Terminal grant – £2,400 minus £3,600, plus revaluation to date of leaving.

Widow's pension would be £4,000 minus £600, plus revaluation to date of leaving.

If the revaluation factor was 1.5, the pension calculation would be:

£8,000 minus (1,200 x 1.5) = £6,200 a year.

Those are only illustrative figures relating to someone divorced after April 2000. Anyone in that situation should receive legal and financial advice before agreeing to any divorce settlement.





# The GANG PLANK Club

## CHAT PAD

HOPE YOU have all had a really great summer and are now enjoying meeting up with all your class mates. If you have any stories about school, your friends, the teachers or your favourite subjects then let us know.

Thanks for your letter Verity Taylor, and the nice picture of a boat. We are glad Tara Ward enjoyed her day out to the Star Trek exhibition, another lucky Gang Plank Club competition winner! Lovely picture Claire Spivey, we all wanted to jump into that sea.

Don't forget if you were one of the first people to join our great club then next month it will be time to renew your membership. Look out for Captain Plank's reminder letter, you don't want to miss out on all the fun!

**S**HIVER ME timbers, it's getting a little chilly on deck these days, I think we are in for some heavy weather sailing this winter.

Someone who was used to long voyages at sea was the British Admiral, Lord Nelson. Did you know that on October 21, 1805, he commanded the ships who fought the famous Battle of Trafalgar?

The Battle was fought against the French and Spanish fleets and Nelson was very clever with his battle tactics. Instead of doing what the enemy expected, he divided his ships into two groups and attacked the enemy ships from two sides, confusing them and enabling the battle to be won.

Unfortunately, during the battle Nelson was shot at by one of the crew from the French ship Redoubtable and he later died.

Well, what a brave man, me hearties. Did you know that before going into action Nelson got his men to hoist signal flags which spelt out a special message?

If any of you landlubbers know what that message was you can write and let me know then I can hoist the message on me ship ready for Trafalgar Day.



## Girl power - Navy style!

### Calling all Gang Plank Members

If you can draw a picture of **Admiral Lord Nelson**

you could **win** one of the following

**Crayola Goodies!!**

A super **Art Case**

A 72 piece **Crayon Set**

A 24 piece **Colour Pencil Cassette**

We have several super prizes to give away for the best drawings

SEND YOUR COMPLETED DRAWING WITH YOUR NAME, AGE AND ADDRESS TO: THE GANG PLANK CLUB  
NAVY NEWS, HMS NELSON,  
QUEEN STREET,  
PORTSMOUTH,  
HANTS. PO1 3HH.

THE JUDGES DECISION IS FINAL. EMPLOYEES & RELATIVES OF NAVY NEWS ARE INELIGIBLE TO ENTER THIS COMPETITION.

Sorry! we are unable to return your drawings

Entries to arrive no later than **October 29th 1998** winners will be notified

**Good Luck!**

**GREAT NEWS** for all Girls - the Royal Navy is not just for boys! You might not know but the Navy now treat girls and boys exactly the same, except for some of the physical activities and tests when the girls get just a bit longer to complete them.

One of Captain Plank's crew, Susie, wants to join the Navy and she asked a Chief Petty Officer to tell her a bit about what it's like and how she can join.

Any girl can apply to join the Navy as soon as she reaches the age of 16. Depending on the exams passed at school, or in Susie's case in Captain Plank's floating classroom, girls can apply for a whole heap of exciting jobs.

If Susie gets three GCSE passes in Maths, English and science she could be lucky enough to become part of the engineering branch of the Navy and be known as an Artificer.

She could work on all the technical side of the Navy, on

guns and missiles, radar, computers and even flight equipment.

Even if Susie doesn't have enough passes at GCSE she can still join the Navy and become perhaps a Chef or a Writer, learning all about catering or administration.

Susie likes looking after the crew when they are feeling poorly and she told the Chief Petty Officer that she wants to work with sick people.

That's no problem, as long as Susie passes a selection test, which includes some English and some maths, and as long as she is fit, she could join the Navy's Medical branch and become a Medical Assistant.

If Susie decides to go to college and get more qualifications she could join the Navy and be an officer. Officers are needed in all branches of the Navy and the jobs can be as varied as Warfare Officer, Supply Officer, Air Traffic Control and Susie's favourites, a Nursing officer, Medical Officer or Dental Officer.

It's not all work though and Susie learnt that sailors can travel all over the world, meeting new people and seeing new, exciting places. Susie loves sport and there's loads of chances for Susie to take part in sport with the Navy, and most of it is FREE!

Susie thinks the best bit about being in the Navy must be having your friends around you and learning to be part of a team.

She thinks it must be quite hard work but it would make you very fit and you would learn lots, and get paid for it.

Captain Plank has lots of information about the Royal Navy and if you want to ask him any questions about all the jobs for boys and girls just drop him a line.

## Halloween recipe for a witch's brew

HERE'S A great drink to make on Halloween night (quantities given below make approximately 12-15 servings). As it contains hot water make sure you get an adult to help you.

Take half a pint of blackcurrant drink, put it in a saucepan. Add half a pint of orange juice. Then add 4 pints of water. Blend one teaspoon of cinnamon with a little hot water, then add to the saucepan. Very slowly heat the mixture, it gives off a lovely smell, very October-y!

When the mixture is nice and hot serve it up in mugs which take hot liquids. If you like, a nice extra is to slice an orange very thinly (an adult might do this for you if you ask nicely!) then pop a piece of orange in every drink.

There you have it - A drink to keep witches away!!

## Jolly joke time

\* A Halloween joke: What do you call a wicked old woman who lives by the sea?  
A Sandwich!

\* What do you call an exploding monkey?  
A baboom!  
(From Kayleigh Dyda)

\* Why is the Queen like a length of wood?  
Because she's a ruler!  
(From Graham Lucas)

\* Why didn't Robin go to cricket?  
Because he forgot his bat - man!



## October birthdays

Eleanor Waterhouse, Freddie McKnight, John Posser, Cullum MacKay, Christopher Moore, Hayley O'Grady, Stephanie O'Conner, Jennie Elliott, David Kiriakidis, Thomas Booth, Keith Wells, Natalie Band, Thomas Seal, Max Grosse, Richard Skingle, Rurai Box, Ian Downing, Tony Ashfield, Emily Clunie, Matthew Drew, Emma Brooks, Jennie Campbell, Joseph Manning, Lawrence Newport, Georgina Miller, Neil Purewal, Adam Platt, Hannah Farwell, Harriet Van Der Vliet, Tracy Bray, Clark Simmon, Paul Ward, Jason Drewery, Joshua Burnham, Robert Williams, Callum Day, Jenna Lucey, Tom Harrison, Joe Bland, Helen Bailey, Ryan Moore, Liam Moore, Steven Quilter, Megan Cox, Alice Harrington-Smith, Rebecca King, James Anderson.







## CUE UP TO WIN A HOST OF SNOOKER PRIZES

Soon the 1998 Liverpool Victoria UK Snooker Championships will be on our TV screens and Ronnie "The Rocket" O'Sullivan will be taking to the table to defend his title. Ronnie has taken this title twice already, the first time when he was just 17! If you like snooker then we have a great prize for you. You could win a Ronnie O'Sullivan snooker cue signed by him especially for you.

**ALL YOU HAVE TO DO IS ANSWER THE FOLLOWING TWO QUESTIONS CORRECTLY AND YOU COULD BE A WINNER!!**

- A SNOOKER CUE SIGNED BY RONNIE O'SULLIVAN
- A SIGNED PHOTO OF RONNIE O'SULLIVAN
- ONE OF TEN RUNNER-UP PRIZES

Question A • How many times has Ronnie O'Sullivan won the Championship?

Question B • What is Ronnie O'Sullivan's Nickname?

Answer A .....

Answer B .....

Name ..... Age .....

Address .....

Send your entries to:- The Gang Plank Club, Navy News, HMS Nelson, Queen Street, Portsmouth, Hants. PO1 3HH. Closing Date 29th October 1998. All correct answers will be entered into a draw. The judges decision is final. Relatives and employees of Navy News are ineligible to enter this competition



## Surfing the net



TECHNOCAT has been busy on the net this month, looking for some museum sites. He found a great site called Virtual Museum Library which gives you a cool list of loads of museums and you can access it at [www.icom.org/vlmp/uk.html](http://www.icom.org/vlmp/uk.html).

Technocat particularly liked the Eureka museum, the Dickens House museum where you can virtually tour the house and the Natural History museum which is the first museum to have its own web server.

By the way Technocat says don't forget to ask the person paying your phone bill if you can log on to the net.

## Membership Application Form

Please enrol me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £3.25.

Name .....

Address .....

Postcode .....

D.O.B ..... Tel No .....

Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

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LOCKHEED MARTIN

# No hot water, no toilets and not much company, that's - Life in an empty Ark

HMS Ark Royal, one of the Royal Navy's three Invincible-class carriers, has close links with the city of Leeds. The ship has been out of service since 1994 - although kept in "a state of extended readiness".

After the Lord Mayor of Leeds paid her a visit alongside in Portsmouth, Navy News work experience reporter Stefanie Coombs (15) went on board to talk to Lt Martin Midmore:

**WHAT WORK DO YOU HAVE TO DO ON A SHIP THAT'S NOT IN FULL WORKING ORDER?**

We're at 180 days' notice to sail, so basically we just have to keep her ticking over, trying to maintain the material state of the ship and not let her fall into rack and ruin.

**HOW MANY CREW DO YOU HAVE ON BOARD NOW, AND HOW MANY DO YOU NORMALLY HAVE?**

Normally, without the aircraft embarked, a running CVS is complemented for about 650 men and women, but this total approaches 1,200 when the squadrons arrive. Presently, because our role on board is maintaining the material state of the ship and preparing for a major refit, we are only complemented for 98.

**ISN'T IT A BIT CREEPY WITH SO FEW PEOPLE ON BOARD?**

It's very quiet and you can walk around the decks and see nobody. Certainly for the duty watch at night it's a bit creepy! Nobody at all lives in the ship - it's virtually shut down and we're

running on shore power. There's no hot water on board, cold water only, and we can't even use our own toilets.

**WHY DID THE LORD MAYOR WANT TO COME, THEN?**

Well, the Lord Mayor changes once a year and we always like to invite him down at least once during his term of office. It's just to give him a flavour of the ship and to keep our links with Leeds going.

The people of Leeds seem to like it and the city offices are full of memorabilia to do with HMS Ark Royal. The links actually go back to World War II, when the third ship of the name - we are number five - was sunk off Gibraltar.

That started a major fund raising campaign by the city of Leeds. The people there raised £9 million in seven days to pay for the replacement ship - in today's money that would be more like £290 million.

This money was used to purchase the fourth Ark Royal which was ordered in 1942 and finally commissioned in 1955 as a 43,000 ton armoured fleet carrier. The present ship, Ark Royal V, was commissioned in 1985.

**WAS THERE MUCH FOR HIM TO SEE?**

We took him up to the flight deck and showed him where all the helicopters and Sea Harriers are operated from and then took him down below for a fire fighting demonstration.

He also saw a damage control exercise with mock casualties in the sick bay. We showed him how we would rig up emergency electrical power in the event of damaged sustained, then we took



Picture: LA(Phot) Mark Hipkin

Lord Mayor of Leeds Cllr Graham Kirkland with the Commanding Officer of HMS Ark Royal, Cdr Malcolm Lewis. him down to the Chief Petty Officers Mess for a pint of beer.

After that we gave him a buffet lunch and he presented us with a glass decanter and we gave him a bosun's call or whistle. Finally he had a VIP tour of the Dockyard Heritage Area visiting HMS Victory, the Mary Rose exhibition and the Royal Naval Museum.

**SO HE HAD A GOOD TIME AFTER ALL?**

I think so - there were an awful lot of ladders to climb, but he's a strong Yorkshire Man!

Members of HMS Ark Royal's ship's company took part in this year's Lord Mayor's Parade at Leeds, collecting money for the Children's Heart Surgery Fund.

Navy News

DESIGN 2000

## Navy News Millennium Competition

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We are looking to get your thoughts on how the British Navy will look in years to come. Take any aspect of the present Navy and put on paper your ideas of how it should look for the 21st century.

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- Readers - ages 10 to 12 years
- Readers ages 12 to 18

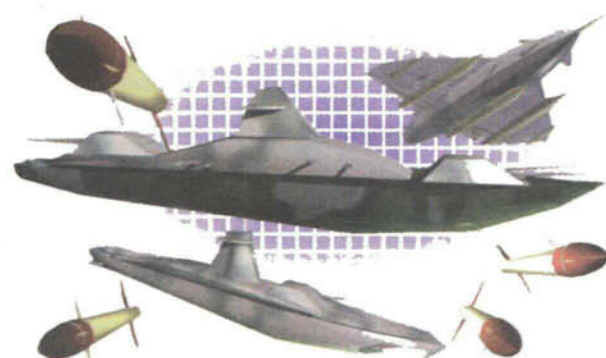
Four entries will be selected from each group. All 12 winning entries will be featured in the year 2000 Navy News calendar, your winning entry may even appear in one of Navy News' monthly issues. An overall winner being chosen from the winning entries will receive a major prize!

**YOU COULD BE A WINNER!!!**

Entries should be produced on a minimum size of A4 quality paper up to a maximum size of A3, using either water colours, acrylics, pen and ink, crayons, felt tip pens or pencils. (Please note, computer produced designs will not be accepted.) Write a short paragraph (no more than 100 words) to explain the thinking behind your design. You may wish to label your idea?

Send your design in a robust envelope to:-  
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Remember to include your name, address and age. Judges decision is final. Unfortunately entries cannot be returned.  
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● Concept car – the Chrysler Pronto Cruiser.

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**C**HRYSLER's stunning Pronto Cruiser concept car is among the stars of the Motor Show at Birmingham's National Exhibition Centre this month (see opposite).

It will be seen alongside the eagerly-awaited turbo diesel version of the Chrysler Voyager people carrier and a new top-of-the-range Jeep Cherokee 'Orvis'.

Just six years on from the US manufacturer's debut at the NEC, the UK has become Chrysler's top-selling export market in Europe.

In addition to the newcomers, the stand will feature the latest versions of the company's popular Neon, Voyager, Grand Voyager, Wrangler, Cherokee and Grand Cherokee ranges – plus one of the fastest road-going cars available, the Viper GTS muscle car.

The Chrysler Jeep impact won't end there – three special Chrysler models, the Jeep Ecco,

the Eagle Jazz and the Expresso taxi, will demonstrate futuristic ideas from the company's designers.

The Pronto Cruiser was inspired by 1940s American Art Deco designs and combines this timeless appeal with cutting-edge styling and a sense of fun and freedom. It is expected to provide several styling cues to future production models and is powered by either a 115bhp 1.6-litre or a 131bhp 2.0-litre petrol engine.

One newcomer to the show which is certain to strengthen Chrysler's position in the UK is the turbo diesel Voyager range. So far this year the Voyager is the second best-selling MPV in this country and around 8,500 have been sold since its launch last year – and that's without a turbo diesel engine available.

The new 2.5-litre VM engine provides a remarkable blend of economy and performance for the world's most popular MPVs. With very competitive pricing starting at £19,620 for the Voyager 2.5 TD SE and £21,920 for the long wheelbase Grand Voyager 2.5 TD SE, these mod-

els are expected to make a significant impact on the growing MPV market when they go on sale throughout the UK's 104 Chrysler Jeep dealers at the end of October.

These spacious and well-equipped turbo diesel models are not only economical but also have the best torque in their class and are right up with the class leaders on power output.

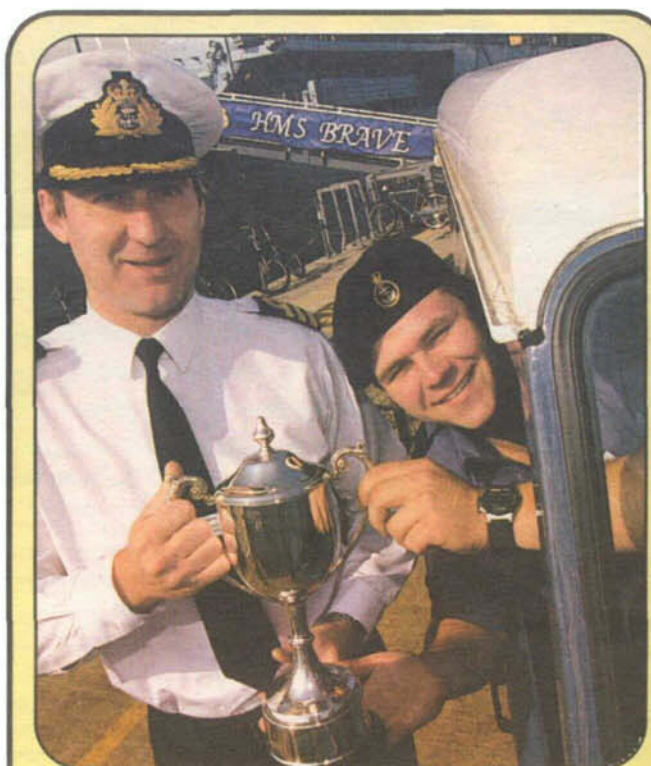
As with all models in the Chrysler Jeep line-up, the new Voyager and Grand Voyager are backed by a reassuring peace-of-mind package consisting of a three-year/60,000-mile mechanical warranty, six-year anti-corrosion warranty and three years' roadside assistance.

Following the success of the high-specification Jeep Grand Cherokee Orvis, which was introduced earlier this year, the Cherokee will be given the Orvis treatment too at the Motor Show.

Included in the specification are full leather seats, burr walnut wood veneer, electric sunroof and a high quality 100-watt entertainment system with CD autochanger and ten speakers.

# Art Deco Pronto

## Fun and freedom, 40s-style



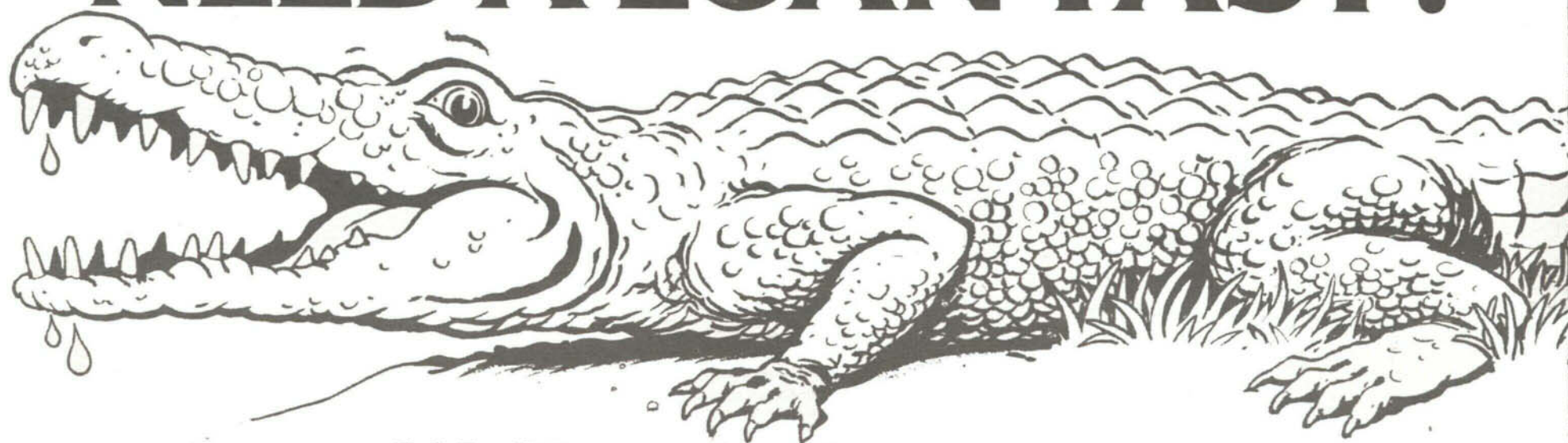
## Brave effort by Sharkey

A TWO-MAN Navy driving team beat stiff competition in the 1998 4-Wheel Driving Force exercise on Salisbury Plain, hosted by the Army Motoring Association and the Federation of Police Motor Clubs.

The Navy team – POMEA Shakey Stevens as driver (HMS Brave) and navigator POMEA Fez Parker (HMS Glasgow) came first in the novice class in the three-phase exercise which included a nine-hour navigation stage.

In all, 45 tri-service and police teams took part. ● POMEA Shakey Stevens shows off his trophy to his CO, Cdr Gary Pettitt.

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# Budget Puma still a cracker

## Motor Show's new models

THE WRAPS are off this year's British International Motor Show and the event at the NEC in Birmingham promises to be the most exciting ever.

Plenty of interesting new models are being unveiled at the show, opening to the public on October 21 and running through to November 1, including the new Jaguar S-Type and Rover saloon which make their world premieres.

There will also be the first showing of the aggressive new Lexus IS200, as well as BMW's new 3-series, Audi's A4 - but this is just the start, there are literally dozens more.

The new 'baby' Lexus will be available with a six-speed manual or four-speed electronic automatic transmission, and prices will start at around £20,000.

Theme days have proved popular with motor show visitors since their introduction in 1992, and once again there will be a blend of special products and personalities sure to pull the crowds.

Thursday October 29 is a classic car day, while Friday and Saturday October 31-November 1 are dedicated to motor sports enthusiasts.

Then that final day of the show, November 1, is Adventure Day, with something for everyone, and to encourage families there will be a special ticket price of £25 for two adults and two accompanied children.

For further details call the NEC box office on 0121 767 4455.

## ROADTEST by Glynn Williams



**U**SUALLY when a new car is launched the sportier versions come later, something to aspire to, but although Ford reversed the procedure with its Puma coupe the entry model is still a cracker.

This is a car which keeps winning awards, named BBC Top Gear's Car of the Year and What Car? magazine's Best Coupe, and more recently the car for the millennium and the classic of the future.

The Puma is only intended as a four-seater, a 2 + 2 really, but it has plenty of luggage space and with the rear seats folded it swallowed my wife's electric wheelchair with ease, although for crash protection and chassis tautness it does have a fairly high boot sill.

Having enjoyed the lusty 125bhp of the original 1.7-litre model with variable cam timing giving 0-60mph in less than nine seconds and top speed of 126mph, I had thought that I might be disappointed with the 1.4-litre version, with power down by more than a quarter to 90bhp.

Obviously the less powerful model is better suited to the younger driver, with the insurance group of 9E against the faster car's 12, but this 1.4 is no slouch, with the free-revving 16-valve engine it still cracks the 0-60 sprint in under 11 seconds and can top 110mph.

And it's not hard work! As with the 1.7, the close-ratio five-speed gearbox with

short-throw gearshift is optimised for the performance and this car never feels short of breath.

Rather, it's great fun with brilliant handling, with excellent precision through the power steering and taut road-holding and a firm but smooth ride.

What is interesting is that the impressive fuel economy figures for the two cars are identical except that the 1.4 is just 0.3mpg better than the 1.7 on the urban cycle at 29.4mpg and the combined (average) figures are the same at 38.2mpg.

For the image conscious, another attraction is the fact that both the 1.4 and 1.7 are visually identical and apart from the engine are the same mechanically, too.

So although you pay £1,500 less with the Puma 1.4 at £13,225, you still get driver's airbag, remote central locking and alarm as standard.

But the test car also had a few optional extras, with the anti-lock brakes (standard on the 1.7) adding £390, a £295 luxury pack adding Quickclear electrically-heated windscreen and electric mirrors and higher-spec hi-fi with single-disc CD.

Air conditioning is a £360 option on both models.

### CAR FACTS

**MODEL:** Ford Puma 1.4 Coupe  
**PRICE ON ROAD:** £13,225  
**ENGINE:** 1.4-litre 16-valve producing 90bhp  
**TRANSMISSION:** Five-speed manual change  
**PERFORMANCE:** 0-60 10.8 secs; top speed - 112mph  
**ECONOMY:** 38.2mpg combined cycle  
**INSURANCE:** Group 9E

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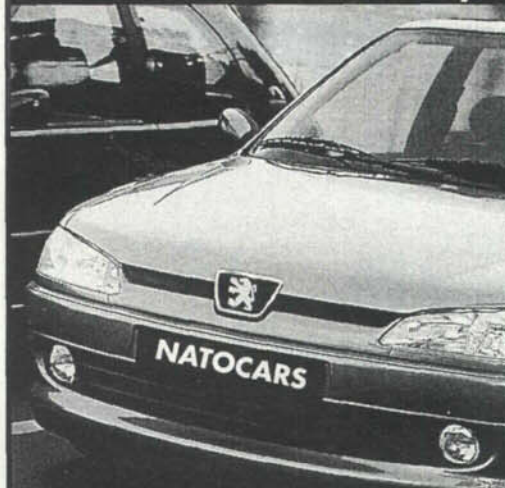
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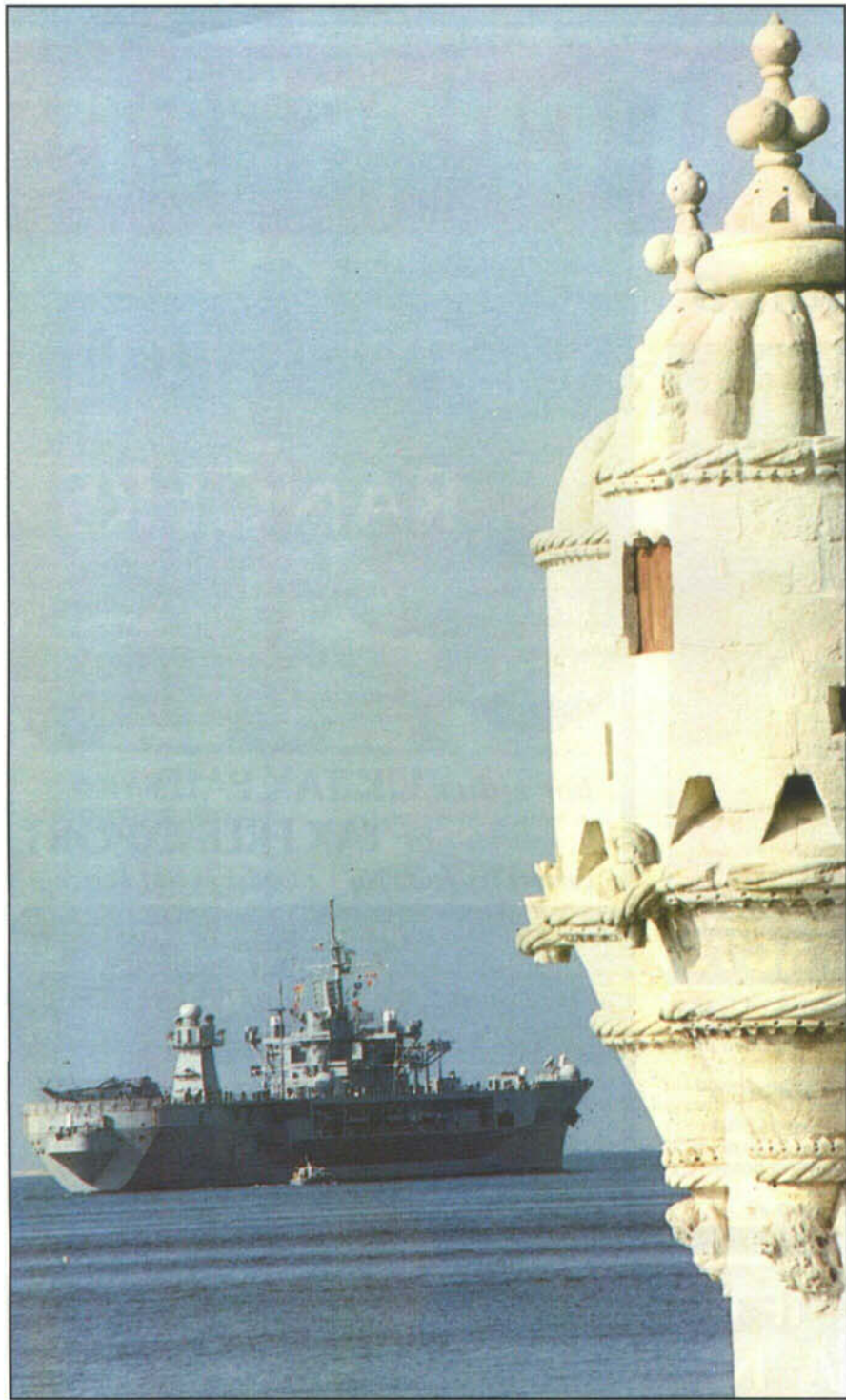


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## Internet techniques are adapted to help manage military intelligence

# New technology helps keep allies in the big picture



● Nerve centre – Communications linch-pin USS Mount Whitney off Lisbon during Exercise Strong Resolve. Many RN personnel were on board in their NATO capacities.  
Picture: CPO(PHOT) Stu Antrobus

**R**ELIABLE information has always been a key factor in military planning, but technological advances have pushed intelligence-gathering to the forefront of NATO priorities in the maritime arena for the next century, writes Mike Gray.

And Royal Navy personnel are helping shape the policies, identifying the benefits and overcoming the pitfalls of a pioneering system which was blooded during NATO's recent Exercise Strong Resolve earlier this year.

Cdr Dave Burton is Support Manager of the Maritime Command and Control Information System (MCCIS) project at SACLANT HQ in Norfolk, Virginia, and retired Schoolie Cdr Bob Young is the MCCIS Life Cycle Manager.

"This is NATO's primary command and control information system for maritime users, and it's been under development here at SACLANT probably over the last six years," said Cdr Burton. "The UK involvement and contribution during this period has been very significant."

Exercise Strong Resolve 98 was a chance for the team to put MCCIS through its paces, introducing techniques and technologies which led to the Internet boom, and are already having the same impact on military intelligence gathering and dynamic information management.

"The core of MCCIS is the recognised maritime picture (RMP), and the benefit of MCCIS from a NATO perspective is that it provides the capability to gather local data from individual maritime sites, ashore and afloat, and to provide in return a high-quality global maritime plot."

"Another important aspect is that this system uses Internet-like technology within a closed network – an intranet, in modern parlance."

"Using web-browsers and web-servers it enables gathering and



display of information from multiple sources including commercial and news media sites, which is then sifted and presented as electronic pages available through browsing technology from any site with access to the NATO network.

"Ships such as the NATO Atlantic Strike Fleet flagship USS Mount Whitney, which crossed the Atlantic for Exercise Strong Resolve, or land-based sites could then access the information as required."

"The system uses mainly commercial, off-the-shelf software, within a custom-designed NATO 'shell'."

"But the MCCIS concept at Strong Resolve was taken a step further into an area which could have a bearing on future joint rapid reaction deployments."

"Not only did we for the first time cover an RMP, but we also provided a recognised air picture and a recognised land picture."

"The air picture data came from the

**'... The concept at Strong Resolve was taken a step further into an area which could have a bearing on future joint rapid reaction deployments ...'**

USS Mount Whitney, and the land picture came from the Spanish land forces in Chinchilla, and again this input was made available to all MCCIS sites.

"From a NATO angle I think this is one of the most successful information system projects of the last decade."

"The ultimate aim at SACLANT is

to work with ACE counterparts to produce a reliable common operational picture (COP) – land, sea and air – available on a 24 hours-a-day, seven-days-a-week basis.

"In Strong Resolve we tentatively had it for the first time."

Another benefit includes what the military term "collaborative whiteboarding", a kind of video conference over the NATO intranet, and MCCIS has this capability built in.

Cdr Burton said the first major trial of MCCIS went well, and proved the worth of the extensive support structure put in place for the exercise.

Another Briton, CPO Andy Wyatt, had a key role as support co-ordinator "back at the ranch" in the United States, running a busy help-desk for Strong Resolve.

The speed and capability of technological advance brings its own problems, however, and key amongst these is data management.

With large numbers of units injecting reams of information – not all of which may be useful or even accurate – there is a significant data validation and quality control task.

"It is easy to get overwhelmed, but the real issue that high-quality data is extremely valuable and we have to accept there is a price to pay," said Cdr Burton.

"Clearly the system is only as good as the data it provides, and we cannot all be data consumers – we also need data providers."

Another data management challenge is how to get huge volumes of information, which may contain large graphic files and video clips, through existing ships receiving equipment – the so-called "band-width" may not be big enough to cope.

National navies are at various stages in developing their own CCIS projects, but Cdr Burton and others are working on means whereby nations can connect their own systems with NATO.

"A strategic objective is to ensure interoperability with NATO navies," he stated.

The current MCCIS implementation is planned to double in scale over the next two years and key enhancements will include NATO Control of Shipping, mine warfare and METOC modules.

■ Further information on MCCIS is available via the Internet at [www.saclant.nato.int](http://www.saclant.nato.int)



● Common aims – ships from different navies, using different command systems and speaking different languages, which deployed during the amphibious landings off Cadiz in Strong Resolve 98 were a test-bed for new techniques in intelligence gathering and dissemination, ensuring everyone was kept in the picture.  
Picture: PH1 David Sydney (USN).

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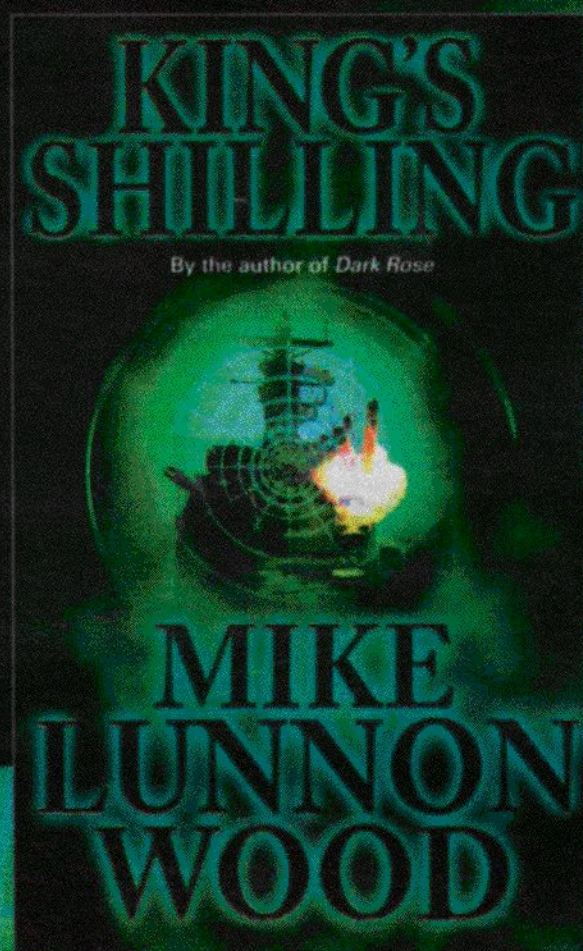
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## In brief

## RN runners go the distance

SEVERAL of the Navy's top distance athletes have been busy on the roads recently.

Mark Croasdale ran well to finish tenth in a time of 49m 49s against a strong field of 1,500 contesting the Great South Run at Portsmouth, run in cold, windy conditions.

Another Corps athlete, John Rye, also braved bad weather to finish 27th (and second veteran) in the Swansea Bay 10km in a time of 31m 17s.

In warmer conditions, Paul Levick came second in the Yeovil 5km in a personal best of 15m 20s, and followed that with a third at the Battle of Sedgemoor 10km in 32m 9s.

A good team effort by Navy athletes resulted in the RN team winning the Exmouth Half Marathon; John Rye was fourth in 73m 49s, Steve Payne fifth in 74m 49s and Chris Hazlewood 15th.

## Best strokes

OUTSTANDING swimmers from last year have picked up their respective awards.

POWTR Rachael Kirkham-Fearon won the 1997 RN Women's Sports Officers Award for her outstanding contributions to women's swimming.

She has been a member of the RN team since joining more than 13 years ago, and has been team captain for more than eight years.

PO Neil Tait was given the NATO Cup, a trophy for an outstanding individual, for years of successful competition, including two wins in the World Masters Championships of 1996 in record-breaking times.

## Boxing night

THE ANNUAL Portsmouth Area Novice Boxing Championships will be held in the gymnasium at HMS Nelson on Thursday October 8.

Tickets, price £4, are available at the main gate of the establishment in Queen Street.

## Heading north

VOLUNTEERS who hold M/L or J/MEL (Winter) and Snow/Ice Climber qualifications are required for an Easter expedition to Spitzbergen.

For more information, contact POPT Randle at HMS Temeraire ext 24151.

## Capital run

MILITARY runners make up a large proportion of London Marathon fields – and now's the time to enter for the 1999 race.

Sponsored by Flora, this year's race will raise money for charities including the Leukaemia Research Fund; for details, ring 0171 405 0101.

## Talented Marines win golf title

ROYAL Marines golfers showed their depth of talent in winning the recent Inter-Command Matchplay Championships at the China Fleet Country Club, writes Cdr Gary Skinn.

With a number of commands unable to field full-strength sides, the Marines took full advantage and triumphed for the first time in this event since 1989, and only the second time in total.

The Saltash course continues to improve year by year and once again provided a stern test for the players.

Band C/Sgt Martin Sharp, one of three brothers in the RM contingent, cap-

tained the winning team and led from the front with three points from five.

But the star of the team was Cpl Chris Graham, one of only three players from all six teams to finish the week with five wins from five matches.

Band Cpl Joe Sharp followed closely behind with 4.5 points and further support came from Cpl Nigel Small and C/Sgt Bill Parker with 2.5 points each and Band C/Sgt David Sharp (1.5 pts).

Plymouth Command had local knowledge on their side and duly put it to good effect in finishing second, having thrown the championship wide open in the early rounds by being the only team to beat

the eventual winners.

Fleet Command put up one of their best performances for many a year, being third equal with Scotland and Portsmouth, while Naval Air Command suffered over player availability and ended with the wooden spoon.

Other players to return a 100 per cent record were Lt Cdr Darryl Whitehead (Fleet) and CPO McEvoy (Scotland).

At the time of going to press, the Navy team will be engaged in the Inter Services Championships at Saunton, North Devon.

A full report will appear in the November issue of Navy News.

## Janette takes gold at world triathlon

## Insurance firm lends support



● Royal interest – Transglobe 98 patron the Princess Royal talks to Royal Navy trainees keen to be a part of the race, Stewart Downton, Darren Andrews and Tim McKenzie, with senior project officer Lt Cdr Tim Thorley in the background.

## Competitors gear up for start of race

AS FINAL preparations are made for the start of the Transglobe 98 yacht race, Pax Personal Accident Insurance has weighed in with a cheque for £20,000.

The firm is also providing £10,000 of free insurance cover for all competitors in the Tri-Service race, which starts in the Solent on November 7.

The race has changed slightly in format, with an extra leg being included to avoid the end of the hurricane season, and the closing date has been lifted to allow for the high number of cancellations.

Details of the race and applications procedure are included

in Joint Services DCI 45/98.

Applicants for the first four legs should have been contacted by now, and with the drop-out rate of around 40 per cent there is a good chance that Navy applicants will join the expedition at some stage.

Those not selected will be automatically entered as reserve for another leg as chosen on initial applications.

This month will see the yachts undergoing trials and refits, including the installation of water-makers and satellite communications gear, and a trial sail is scheduled to be held off the Isle of Wight during the latter part of this month.

NAVY nurse Janette Beaton has won a gold medal in the World Long Distance Triathlon meeting in Japan.

The event, run by the International Triathlon Union, attracted competitors from more than 30 countries.

Janette, a Petty Officer Naval Nurse at Devonport, was accompanied by her Royal Marines husband Cpl Michael Beaton, who was also part of the 32-strong Great Britain team.

Janette competed in the 25-29 year age group, completing a three-kilometre swim, followed by a 106km cycle ride and a 22km run in just six hours and six minutes.

She came in a full eight minutes ahead of her nearest rival, a Japanese competitor, to take her first gold, and she was the 11th female competitor home in a field of 70.

Her achievement is all the more notable because she took up the sport only three years ago, and claims that at that time she could hardly swim one length of a pool and was decidedly wobbly on a bike.

Her gruelling training programme has to be fitted in alongside her Navy career and marriage.

Living and being based in Plymouth – her husband is at nearby Lymington – has helped, and she now plans to up the tempo and compete in Sweden in June next year, to both better her time and retain her world champion's crown.

## Osprey win on final whistle

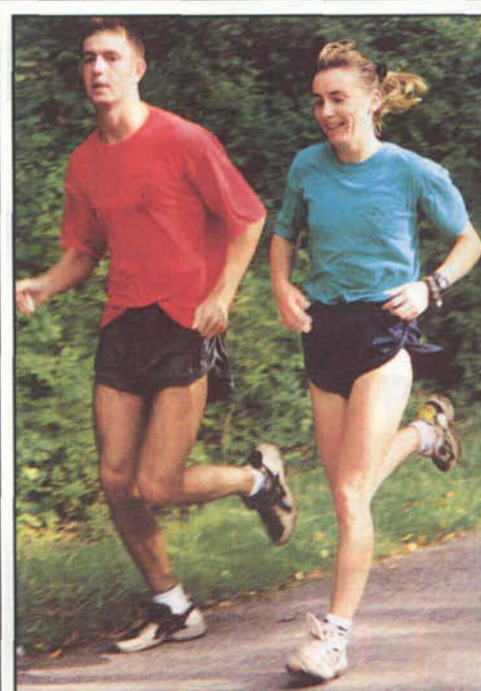
FOOTBALLERS from HMS Osprey made a "Final Whistle" short tour to the United States before the Portland base closes.

LPT "Smudge" Smith, under the guidance of the PT and RO Lt Mike Davies and supported by the Sports Lottery, took the 16-man squad to the Dam Neck – the USN version of HMS Dryad.

In hot, humid weather, Osprey drew 3-3 with an ex-pats and Europeans side, and beat Dam Neck, who had won the local Service league, by 3-2.

There was also a chance to do some sightseeing in the Virginia Beach area.

Dam Neck is coached by RN chief "Barra" Houldershaw, who helped arrange the tour.



● Forest run – cross-country training for MEM Carl Jackson (HMS Newcastle) and LWPT Belinda Fear (RNAS Culdrose).

## Runners get an early start

THE ROYAL Navy is to mount a determined challenge for the Inter-Services cross-country title next year – and have started training already.

The squad met up for the first of a number of training weekends at HMS Temeraire, and were put through their paces on the Burnaby Road track and the woodland trails of Queen Elizabeth Country Park by coach Chris Jones.

Successes at the last championships – Capt John Rye RM

won the veterans race and the junior team ran the Army very closely – suggest the squad may be getting close to the balance required to become genuine contenders.

Any athletes interested in joining the training regime at this early stage will be welcome; contact Lt Cdr Bob Dunkley on the staff of DNPTS at HMS Temeraire on Portsmouth Naval Base ext 24021, or Lt Steve Gough, PT and RO at HMS Collingwood, on ext 2694.



● On the attack – the Combined Services spin the ball out against the Rugby League Conference.

## Navy through to rugby XIII final

WINS BY the Combined Services and the Royal Navy team are helping to spread the Rugby League message in the Senior Service.

The RN XIII beat the RAF in the semi-finals of the Public Servants' Cup at The Rectory in Plymouth.

In front of a crowd of 300, the first half boiled down to a tough battle between the two sets of forwards, with the Navy ahead 6-4 at half time.

But after the break the Navy, in their first full season as a league side, began to spin the ball out wide and ended the match comfortably ahead 30-4.

The Navy will play the British Students in the final, which could be held at St Helens as a curtain-raiser to a Super League fixture at the end of this month.

Meanwhile the Combined

Services team took on the Rugby League Conference at Burnaby Road in Portsmouth, and emerged with an impressive victory.

Fielding three Navy players – Pony Moore, Kev Duffton and Blood Reed, with Wayne O'Keel on the bench – the Services played their part in an attritional first half which ended as they edged into a 12-10 lead, thanks to an unconverted try.

The second half settled down to a defensive trial of strength, with both attacks snuffed out until the 75th minute, when Army centre Daryl Cooper scored between the posts.

A last-gasp try-saving tackle by Navy man Duffton kept the scoreboard at 20-12 as the game ended.

## Endurance leads way in fitness monitoring

HMS Endurance is to be the trial ship for on-board fitness assessments.

With a grant from the Sports Lottery, the ice patrol ship has added a laptop computer and software to its gymnasium equipment.

The new healthy lifestyle suite allows LPT Dean Steer to set up a full fitness assessment of all personnel, and can use that database to monitor fitness progress factors such as percentage of body fat,

lung efficiency and heart rate.

With Compulsory Fitness Testing being introduced to the Navy in April, all establishments are required to set up their own suites, and if the Endurance trial proves a success other ships should follow her example.

● On trial – in the healthy lifestyle suite are (left to right) LPT Steer, POMA Shore, Capt Barton (CO), Bill Rosewell (Sports Lottery manager), Lt Cdr Peters (XO) and MAA Morgan.



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## Footballers out to catch the eye

**Inter-Command contest:** There will be a football competition for men and women at Portsmouth from October 11-14.

Contact your PT Office if you wish to represent your Command and have the chance of impressing the Representative Team managers, who will attend.

**Men's representative matches:** The season kicks off with an away fixture at Fenners against Cambridge University at 14.30 on Wednesday October 28, followed by a home fixture against Oxford University at Portsmouth on November 2. HMS Drake provides the venue for the match against the Fire Service on Thursday November 5, kicking off at 19.30.

**General information:** For information on RN fixtures or coaching courses ring POPT Paul Nash on Portsmouth ext 23974. For details of refereeing courses please contact Lt Neil Wagstaff at the INM, Alverstoke, ext 68052.

As part of the Portsmouth Football Club Centenary, it is hoped to arrange a match at Burnaby Road during the season - details to follow.

## Hockey team goes on tour

THE ROYAL Navy men's hockey team has gone on tour for the first time in 15 years.

The team flew out to the Far East where they were scheduled to spend a week in Kuala Lumpur and a week in Singapore.

Some of the matches will be at a prestigious competition in which HMS Westminster played last year, performing with such credit when a Japanese team was forced to pull out at the last minute that an invitation was extended to the Royal Navy this year.

The team also planned to take in some of the Commonwealth Games competitions in Malaysia.

A full report on the tour will appear in a later edition of *Navy News*.

## Rugby league first

A NAVY man has just clocked up a first by being appointed assistant coach for the Scotland rugby league amateur international side.

PO Tony Newell, currently based at Faslane and a previous player for the side, will make his debut as on October 3 when the team plays the Wales amateur side in Wales.

## Dolphin double

THE WRENS of HMS Dolphin are celebrating a double trophy success.

A win in the Navy netball cup, when they beat HMS Osprey 55-45, was followed by a 3-1 victory against HMS Sultan in the Navy women's volleyball competition.



## Good day, bad result

HMS SULTAN won praise for hosting the Tri-Service hockey cup-winners tournament - but came away empty-handed.

The three teams played a round-robin to determine the pick of the bunch, and it was the Army side which took the honours, with AGC Worthy Down beating RAF Bruggen 4-2 and HMS Sultan 5-1. Second place was taken by Bruggen, who beat Sultan 6-1.

Through drafting and unavailability, Sultan could only field five of the 11 who swept to success last season - three of the missing players are RN team men.

As well as the Navy Cup, Sultan also won the Portsmouth Sixes, the Portsmouth League and Portsmouth Area mixed titles last season.

Special mention was made of the work by David Wakefield and duty sports centre staff in preparing the pitch and facilities.

● **Defending the White Ensign** - three goalkeepers try to block a shot by Worthy Down. Goalkeeper Snowy Winter is helped by LMEM Greg Gregson (with beard), who also plays between the posts, and AEA Simon Stephenson (on goal line), the RN Under 23 keeper.

Picture: HMS Sultan photo.

## Swimmers and water polo players win - but Channel trip is off

# Navy teams shine in the pool

## Weather hits relay attempt

AN ATTEMPT to stage a relay swim across the Channel by three Navy teams was foiled by a draft and bad weather.

The RN men and Royal Marines team were to race in order to set an Inter-Service record, and the RN women also had their eyes on posting the fastest time.

But when one female swimmer was required elsewhere at short notice, the women had to withdraw - Channel swimming rules are strict about the minimum number of swimmers (six per team).

Then bad weather, which prevented the swimmers even starting, meant the RN men ran out of time, and although the Marines stayed on short notice, their allotted time slot also lapsed, and the attempt has now been put on ice.

NAVY watersports competitors have been deluged with success at events - with Royal Marine Sgt Nic "Frankie" Vaughan topping the lot.

Frankie, a chef at Chivenor at the time of his success, came back from the World Masters Long Course championships in Casablanca with gold, silver and bronze medals and a fourth place.

Swimming in the 30-34 age group - Frankie moves up to 35-39 next year - he won the 100 metres butterfly, took silver in the 50 metres butterfly, and bronze in the 100 metres freestyle.

Others competing were Lt Andy Mason RM, POWTR Rachael Kirkham-Fearon, Geoff Bishop, CPOPT Gary Thomas and POAEM Steven Thomas.

From individual successes to a team triumph - the Royal Navy men's team won the Inter-Service Swimming Championship for the first time since 1984.

The RAF were favourites, but with a mix of seniors and new faces Navy men began to dominate.

Wins from OM Fiarhurst, OM Pickup, POAEM Tait, Sgt Vaughan and CPOMEA Nolan, backed up by second placings for Lt Pitcher, Lt Walsh and S/Lt Levine, helped

put the Navy in top spot.

Other notable performances came from POAEM Thomas, Lt Unsworth, S/Lt Griffiths, Lt Rogers and Lt Mason, and the final score was RN 108pts, RAF 86pts and Army 67pts.

In the women's competition the final result was reversed, with the Army just pipping the RAF by 103pts to 102 and a young and inexperienced but spirited Navy team coming third with 36pts.

The diving championships, which opened two days of competition at the RN pool in HMS Temeraire - the Navy was hosting on behalf of the RAF - was dominated by the Army, which won both men's and women's titles.

But it was the water polo which provided the lion's share of the excitement as a strong Navy squad set out to win a trophy that had eluded them since 1981.

Despite a disrupted run-in, when key players were unavailable, the Navy played a strong team game against the Army, tightly marking and pulling ahead in the final two quarters to win 8-5, with goals from Lt Paul Pitcher (two), PO Neil Tait and Squad Capt Steve Thomas (both three).



● **Delighted** - water polo team member Lt Brian Adcock celebrates at HMS Temeraire.

Picture: Martine Allée



● **World-beater** - age-group world champion Nic Vaughan performing in his strongest event, the butterfly.

With the RAF convincingly beating the Army 12-7, the second-day decider was a nail-biter.

The RAF, unbeaten in the competition since 1990 and favourites, took an early 3-1 lead, and were 7-5 ahead at the half-way mark.

The RAF edged ahead 9-7, but the RN pulled it back to 10-10 before sneaking ahead 11-10, then 12-11 with time running out.

But two over-eager Navy players were excluded from the water, and the RAF equalised, and took a half-share of the trophy, with just ten seconds left on the clock.

Navy scorers were Lt Mike Lovatt RM and S/Lt Lenny McCoy (two each), Lt Cdr Mike Southern RAN, and Lt Pitcher (seven).

The team was managed by Lt Cdr Steve Morgan and coached by Mick Flaherty, captain for both games was Maj Rob Heatly RM, and 47-year-old goalkeeper WO Tiny Marshall won plaudits.

Other members were Lt Brian Adcock RM, CPO Tony Atkinson, CPOPT Gary Thomas, Lt Nick Earl and Lt Nick Arnold RM.

## Rugby specials

IT WAS a double cause for celebration for HMS Gloucester when the ship's teams won two rugby competitions.

In the Ships Rugby Sevens competition, hosted by HMS Collingwood, Gloucester played seven games, scoring 158 points and conceding none.

Gloucester followed that with a match against previously undefeated HMS Sutherland in the Midi Ships Cup Final.

The Gloucester pack proved too strong for Sutherland and in the presence of three internationals from Gloucester RFC who came to support HMS Gloucester, they gave Sutherland's eight a torrid time, paving the way for a cup-winning final score of 30-7.



● **Top team** - POMEM Beaumont receives the Ships Sevens Trophy from Fleet Recreation Officer, Lt Cdr Tim Kenealy, watched by (left to right) CPO Utting, CPO Shaw, Lt Cdr Gregg RAN, CPO Humphreys, LOM Barbary, LPT Holl, CO Cdr Fraser and OM Page.

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## Hurricane puts Navy ships on standby

WEST Indies guardship HMS Sheffield was put on standby to provide disaster relief to Caribbean islands threatened by Hurricane Georges as *Navy News* went to press.

The Type 22 frigate was accompanied by the fleet tanker RFA Black Rover, while the logistic landing ship RFA Sir Tristram was en route to the region to take part in a scheduled exercise.

Islands in the path of the hurricane included Montserrat and Antigua.

■ *Sheffield's Italian encounter* – page 15.

## Sea King ditches after fire

A NAVY Sea King helicopter that ditched in the Wash after a fire on board has been recovered and is now back at RN air station Yeovilton.

The anti-submarine aircraft, of 820 Naval Air Squadron based at RN air station Culdrose, came down on September 4 while making a sonar search for an RAF Jaguar which had earlier crashed into the sea.

The Sea King crew of four escaped with minor injuries – including one man who suffered burns. All are now back on duty.

The helicopter was recovered by the Ministry of Defence salvage vessel Salmaster. The aircraft, one of two Sea Kings of 820 Squadron operating from a Dutch warship in the area, had been asked to assist in the search for the Jaguar, whose pilot had ejected safely.

## Hood badge may make over £1,000

ONE of HMS Hood's badged tampions, found in a Canadian junk shop, is likely to sell for up to £1,500 when it goes on auction at Christie's.

The tampion, a decorative plug for one of the ill-fated battlecruiser's 5.5in secondary guns, is owned by ex-submariner David Palmer who has a collection of 1,500 ship's badges.

The tampion is made of chromed brass and is in very good condition. It is possible that none of the tampions for the 16 guns of the secondary armament went down with the ship when she was sunk by the Bismarck in 1941. All the 5.5in guns were removed during a wartime refit and were used to strengthen the defences of Ascension Island.

## EUROFIGHTER MAY GO TO SEA

■ *From front page*

that, with Joint Force deployment in mind, it would fulfil commonality with the RAF which plans to use 232 of the new aircraft.

For carrier operations, additional work on the design would include the fitting of an arrestor hook, a strengthened undercarriage and rear fuselage, and other

changes necessary for the harsh naval environment.

The US programme is aiming for an in-service date of 2008 for the JSF, so a final decision on which path Britain should take is likely to be made by Ministers in two years time – and that choice will determine the basic design of the two 40,000-ton carriers.

Currently the RN's favoured option is the JSF. Manager of the future carrier project, Capt Nick Harry, believes that the STOVL option will be more effective in keeping down the cost of carrier design.

"That option will not require catapults and arrestor gear, and all the manpower associated with conventional carrier aircraft," he said.

"Ideally, the JSF will provide the future carrier-borne fighter. If for any reason at all it doesn't come about, we're going to have to look elsewhere."

Other off-the-peg options to be examined involve the US F18, or the French Rafale fighter, both of which were also on display at this year's Farnborough Air Show. The Rafale is being developed to equip France's air force and navy.

Navy News understands that consideration will also be given to further development of the Harrier – although that path is generally being seen as one of the least effective and least likely.

"Sharing a programme for a new

fighter may be cheaper than modification of existing aircraft on our own," said the manager of the future carrier-borne fighter project, Trevor Wilcock.

"The JSF would fulfil the roles of fighter, strike aircraft, reconnaissance aircraft. It would be a family of aircraft that would have a lot of common features and some specific features unique to each variant."

"We would want 100 per cent commonality with the US Marine Corps who would also operate the STOVL variant of the Joint Strike Fighter."

"We will be looking for the option that gives best value for money, and JSF is a strong contender. . . We have a belief that it can provide the solution."

# HMS Ocean gets a flying start



THE ROYAL Navy's largest amphibious warship conducts flying trials as she builds up towards her deployment to the West Indies this autumn.

HMS Ocean has been running first-of-class flying trials, using Sea King and Lynx helicopters from Boscombe Down, which will establish limits in terms of wind speed and angle of approach.

The ship also took part in a long-distance search and rescue operation when a Spanish fishing vessel 220 miles south-west of the Scillies signalled that a crew member had been taken ill.

Two Sea Kings from 771 NAS at Culdrose were sent to help, and Ocean acted as a refuelling station en route.

On arrival, Navy personnel found the deck of the fishing boat too cluttered to allow use of a line, so in difficult conditions a boat from HMS Alderney, which had also sailed to the rescue, was used to transfer the man to the fishery protection vessel, from where he was winched up to the helicopter.

# MILESTONE IN EUROFRIGATE DEVELOPMENT

THE PLACING of a contract covering the outline design of the 'Eurofrigate' replacement for the Type 42 destroyer was among a number of agreements reached in September which strengthened Britain's defence links with Europe – particularly France and Italy.

As well as the decision on the Common New Generation Frigate – known as Project Horizon – a pact signed with France, Germany and Italy will pave the way for more effective management of joint defence equipment programmes, and a Letter of Intent signed in Paris will improve links between the British and French staff colleges.

The contract for further project definition work on the Anglo-French-Italian frigate deals with combat system design, the selection of all major combat system equipment and the selection of marine engineering.

It was let by the Project Horizon Joint Project Office to the International Joint Venture Company set up as prime contrac-

tor designate for the collaborative project.

The work, lasting up to nine months, will provide the essential information needed for a contract planned to be let early next year to design and build the first ships.

Meanwhile at Farnborough Air Show, Defence Secretary George Robertson and his colleagues from France, Germany and Italy signed a treaty to establish the four countries' joint procurement organisation – OCCAR – as a legal entity.

The Organisation for Joint Armaments Co-operation, to give it its full title, will now be able to place and manage its own contracts and employ its own staff.

George Robertson said: "Not only will OCCAR provide a frame-

work for the introduction of more efficient processes, it will also lead to the establishment of a pool of expertise to tackle collaborative programme managements."

The Paris Letter of Intent, was signed on September 17 by Mr Robertson and French Defence Minister Alain Ricard.

It is intended to lead both countries to a better understanding of each other's defence doctrines by bolstering links between the Joint Services Command and Staff College at Bracknell and France's College Interarmes de Defense.

More measures to improve links between the British and French Armed Forces are being considered following Prime Minister Tony Blair's call for better defence co-operation in his speech to the French National Assembly in March.

## Last of the Tridents is launched



BRITAIN's fourth and last Trident submarine, HMS Vengeance, is launched at VSEL's shipyard at Barrow in Furness.

The boat was named by Mrs Sandra Robertson, wife of the Defence Secretary as it was rolled out of the Devonshire Dock Hall shipbuilding complex on September 19. On the following day the vessel was lowered into the water.

HMS Vengeance will undergo final fitting out and a programme of dockside testing before contractors sea trials next year. She is due to enter service early in the next decade.

Vengeance is the eighth Royal Navy vessel to bear the name, most being sailing ships of the 18th and 19th

centuries. The sixth Vengeance was a pre-Dreadnought battleship that saw action in the Dardanelles in 1915, and the seventh an aircraft carrier built in 1944 and which saw service with the Royal Australian Navy before being transferred to Brazil where she still serves as the Minas Geraes.

■ Britain has told Russia that in future they will be given five days notice, instead of 24 hours, of any British Trident missile test firing. The move was announced by Defence Secretary George Robertson and reflects the Strategic Defence Review conclusions on developing defence diplomacy and greater transparency on nuclear matters.

Picture: LA(PHOT) Adrian Hughes

## Jutland sailor dies aged 102

BATTLE of Jutland veteran Harry Goode has died aged 102. He was a carpenter on board the cruiser HMS Birmingham during the Grand Fleet's clash with the German High Seas Fleet in 1916.

Mr Goode served in the Royal Navy from 1915 until the 1920s, leaving as a petty officer. He later pursued his trade as a barge and boatbuilder, working along the Thames.

